



# Navy News

JUNE 1974 5p

Navy News has won a top award in the national competition organized by the British Association of Industrial Editors.

It was placed top of its class, with 92 per cent. marks, and was then judged again, against the winners of two other classes. The paper was the unanimous selection for first place, and awarded the Lord Crook Trophy.



The prize issue

The competition is judged under several headings, and the 1974 marks for Navy News were: achievement of purpose, 67 out of 70; catering for readership, nine out of ten; typography, eight out of ten; and balance of content including use of pictures, eight out of ten.

The summing up commented — "It was good to see important issues aired in a Forces newspaper... An excellent publication with all-round appeal to its readers... a professional job."

When a message about the award was signalled to the Fleet, many congratulatory replies were received. The editor and staff thank you all for the encouraging words. They will do their best to maintain your regard.

(Navy News feature — see centre spread).

# CODE 'STRETCHED' IN PAY DEAL

TO AVOID GETTING THE HUMP

By the middle of this month, men of the Royal Navy should be getting back pay as well as the increases resulting from the Government's acceptance of the Armed Forces Pay Review Board's report. The award is retrospective to April 1.

An important part of the new scales is that relating to the X-factor, which is one of the means used to compensate in Service pay for the disadvantages of Service life.

The Review Board expressed a strong wish to go beyond the limitations of the Stage III Pay Code, and the Government agreed, enabling the X-factor to be increased from five per cent. to ten per cent. for men, and from one per cent. to five per cent. for women.

This increase was in recognition of the unsocial hours shown by a sample survey to be worked by the Services in general.

The basic pay rise averages just over seven per cent. for the Services as a whole, but opportunity has also been taken by the Review Board to use the "flexibility margin" to allow a restructuring of the pay bands of senior NCOs.

However, although this means that senior men in the Services as a whole have moved from a three-band structure to four bands, male ratings and other ranks of the Royal Navy and Royal Marines (other than technicians) stay "all-of-one-company" for pay, for which special rates have been negotiated.

(Continued on page 40)

Light relief from their tasks in the Suez Canal clearance operation for a party of 37 officers and ratings from the four Royal Navy Mine Countermeasures ships Abdiel, Wilton, Bossington, and Maxton.

As guests of the Suez Canal Authority they spent a week-end sightseeing in Cairo, and visiting the Pyramids.

But there has been much serious work, as well as the sightseeing, one task being the exploding of a 1000lb. armour piercing bomb. First ship to Ismailia for seven years was



Pictures: CPO M. Gilbert.

H.M.S. Abdiel, and if the same rate is continued, the clearance job could be finished by Christmas.

The picture below is of the clearance divers on one of the more prominent wrecks.



## Home purchase — new hope

For families whose greatest second-career worry today is getting a roof over their heads after leaving the Service, the latest pay statement includes a glimmer of hope at the end of a rather dark tunnel.

Only the Royal Navy has the advance-of-pay scheme towards the down payment on a house, and while this continues to help a great many people, there are others whose resources have been totally outstripped by soaring property prices.

The shortage of naval married quarters, especially in some areas, means that personnel have accommodation problems while serving. They go outside then to find council waiting lists swollen or barred to them, and ownership out of financial reach.

A major difficulty is that shortages, and patterns of Service requirement, are markedly different between the Navy and the other two — a situation, which is going to be hard to reconcile into a tidy tri-Service package.

However "because of the disadvantage to Service personnel, over a period of rising house prices, of deferment of house purchase until they leave the Services, the Pay Review Body have invited the Ministry of Defence to put forward proposals

which may go some way towards providing a remedy, while taking full account of the needs of the Services in relation to mobility."

### 1974 ANSWERS

The Pay Board hope to have answers before the end of the year, not only on house purchase, but also on better civilian earnings data arrangements, as a firm basis for review of Armed Forces Pay, and on evaluation of women's jobs in the Services.

They intend to re-examine the present method of assessing accommodation charges taking into account government policy on housing and rents.

Do they get Navy News at home? Order form — page 25.



## DRAFTY COMMUNICATES WITH THE COMMUNICATORS

## VARIATIONS ON A

## 'C' STORY

This month's article is aimed at the communicators. Does the branch offer a fair deal in drafting and advancement terms?

As in previous articles on one particular branch, Drafty must start by pointing out that the normal drafting and advancement rules apply to communicators like everyone else.

So why write an article about drafting in one branch?

The answer is that there are variations in the structure of the different branches and, perhaps a more obvious point, in where the billets for each branch occur. These variations make an appreciable difference to each branch's drafting pattern.

What variations affect the drafting pattern of radio operators?

Let's deal first with structure. The size of any branch, as planned and authorized by the M.O.D., is designed to achieve the best balance of sea / shore ratio, advancement prospects, training, etc. — all within the requirement to fill those billets which can only be filled by that branch. (You don't often see an MEM making radio transmissions).

## Cold comfort

In some branches a fair balance between sea and shore can only be achieved by "weighting" at least one factor, for example by filling "any branch" billets ashore to achieve an adequate sea / shore ratio.

With communicators, however, the requirement for billets ashore and afloat almost exactly matches the advancement structure and the sea / shore ratio as authorized by M.O.D.

This means that a communicator's advancement is at the standard rate and you do not find many radio operators in "any branch" billets ashore.

The fact that their structure is standard may be cold comfort to some communicators who think

## All adding up to good news

they are dipping out advancement-wise.

Actually they are not, but equally they don't benefit from the weighting factors which have to be applied to some branches where there is a requirement for more senior rates than would be needed for the ideal career structure pyramid.

## Overall

But if you still finish that paragraph thinking that it added up to bad news, you'll have to agree that this is good news. The billets filled by communicators undoubtedly offer the widest variety of type of ship and places of shore service, both U.K. and overseas, of any branch in the Navy.

So what is the overall picture of the branch as regards structure and available billets? The authorized number of radio operators is roughly 4,000 with the three main sub-specializations

being about 2,000 RO (G), 1,000 RO (T) and 800 RO (W).

Just over 10 per cent. of all RO (G) and (W) ratings are submarine ratings — in all about 500.

There are 70 RO (S) ratings, all senior rates but originally selected from LRO/RO of all sub-specs (G) (T) and (W).

There are 15 (very fit) para-trained RO (G) on secondment to the Commando Royal Artillery

Unit. (At least they were fit last time we counted them.)

All these "super-specialists" will tend to follow a limited drafting pattern within their specialization.

But for the majority of the branch — the General Service (G) (T) and (W) — their scope within the normal drafting cycle is enormous. The 1,900 sea billets

cover every class of ship. The 1,500 shore billets cover every naval establishment in the UK and include nearly 300 LFS billets.

## Moving

Some bright sparker is bound to spot immediately that the billets don't exactly add up to the number in the branch. This gap is

largely explained by the number on advancement courses at any one time.

(While on the subject of courses, communicators should note that, whereas all communications specialist courses were previously at H.M.S. Mercury some of the (G) PJT will be moving to S.T.C. Devonport in mid-1974. All advancement courses will, however, remain at Mercury.)

It is not possible in this article to list every billet and every course but there are two excellent DCI's which list all the shore and the sea billets — DCI (RN) T499/3 and T519/72.

In summary, it is hoped that this article will have shown that, in a Navy in which the drafting pattern of one branch must differ from that of others, the communicators pattern provides for a man to do the same sort of work but in an unusually wide variety of places and circumstances both at home and abroad, afloat, and ashore. Get the message?

## SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

J. E. Davidson, RPO, H.M.S. Cambridge, Nr. Plymouth. Detailed H.M.S. Ark Royal, November 5. Will exchange for sea or shore billet anywhere.

R. K. Bradley, POWr, H.M.S. Pembroke. Just joined (over 18 months). Will exchange for anywhere in Scotland (Rosyth preferred), or Northern Ireland.

D. A. Gillett, MEA(H), H.M.S. London (refitting at Portsmouth). Will exchange for Scotland or north England.

P. G. Phillips, REM(A), 826 Squadron, R.N.A.S. Culdrose. Being drafted to H.M.S. Seahawk, July 17, (over six months). Will exchange for Portland or Lee-on-the-Solent.

D. G. Watts, LOEM, Nile 4H Mess, H.M.S. Collingwood. Being drafted, September, to H.M.S. Brington (M/H, 1st MCM Squadron) commissioning at Gibraltar, December. Will exchange for frigate or GMD going Far East or West Indies.

S. Crouch, LREM, H.M.S. Lincoln. Being drafted to H.M.S. Argonaut October. Will exchange with shore-based LREM with office writer's qualifications.

D. M. Hartnell, AB, H.M.S. Leander (16 months). Will exchange for any ship (preferably survey vessel) going to United States or West Indies.

D. Whittall, OEA(O), H.M.S. Lincoln. Being drafted to H.M.S. Apollo, October 28, (weapons billet). Portsmouth based from August 1. Will exchange for any Devonport based ship.

C. Addington, OEA3, C4K Mess, H.M.S. Collingwood. Being drafted to H.M.S. Ark Royal, September. Will exchange for any ship going east of Cape.

J. H. Hooper, LSA, H.M.S. Ariadne. Being drafted to Lee-on-the-Solent, August 12. Will exchange for any shore establishment in Plymouth area.

N. Clark, Stwd, H.M.S. Blake. Will exchange for Rosyth-based ship or shore base.

G. P. Collins, MEM1, (J.I.C.E.), H.M.S. Bossington. Will exchange for ship in Rosyth area.

B. Young, OEM1, H.M.S. Matapan, Portsmouth. Will exchange for ship or shore base in Scotland.

R. I. Drummond, ORD (SC/B), H.M.S. Ajax. Will exchange for any Rosyth-based ship.

C. W. Wyeth, PO(UWI), H.M.S. Reclaim, HSS, (Portsmouth based). Will exchange for any GSC frigate not due for long refit.

G. P. Andrews, CMEM, H.M.S. Whitby. Being drafted to H.M.S. Caledonia (over six months) July 22. Will exchange for shore base in Plymouth area.

M. V. Davies, POMEM, H.M.S. Lynx. Being drafted to Rosyth, July, (Lynx C and M — 12 to 18 months). Will exchange for ship or shore base, Portland, or any ship Portsmouth.

D. Stewart, AB(UW Star), AFD 60, H.M.S. Neptune, Faslane. Being drafted to H.M.S. Brereton, August 5. Based on M. H. Gilmour, MEM1, H.M.S. Andromeda. Due to refit in Devonport. Will exchange for any Chatham draft, sea-going or shore base.

H.M.S. Lochinvar. Will exchange for any shore base in Portsmouth or H.M.S. Pembroke.

C. B. Mitchell, RO2(G), H.M.S. Lowestoft. Will exchange for any shore establishment or ship in long refit at Portsmouth. Type 14s considered.

T. C. Green, AB (UC2), H.M.S. Tartar. Will exchange for any Portsmouth shore establishment or Portsmouth HSS ship. Letters to 6, Broomfield Crescent, Rowner, Gosport.

## HUMPHREY SAVES A PILOT

H.M.S. Hampshire's Wessex 3 helicopter, known fondly on board as "Humphrey," assumed a rapid search-and-rescue rôle when a Greek F104 Starfighter ditched while diving on a splash target being towed by the destroyer in the Adriatic Sea during Exercise Dawn Patrol.

The aircraft was seen to be diving at a steeper angle than usual and only start to pull out of the dive near the ship's stern. Lookouts then reported sighting a parachute three miles away.

Humphrey was scrambled and got airborne within five minutes, and located the ditched pilot, who was winched out of his dinghy by crewman PO(UC) John Charnley.

After a full medical check the pilot was flown back to his base by a Sea King from H.M.S. Hermes.

## Plymouth's final fling

Members of the ship's company of H.M.S. Plymouth gave a party for about 40 of their children as a final fling before leaving Devonport for Gibraltar.

The Plymouth is going into refit and her entire crew, with their new commanding officer, Commander Peter Hames, transfer to H.M.S. Berwick.



## Guarded words



"I've got a feeling we're going to have trouble with this new yeoman!"



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# Fred goes walkies and ends up in the doghouse . . .

Stories of the escapades of the irrepressible Dog 1st Class Fred are legion in his ship, H.M.S. Wotton. Like the run ashore which ended in a ladies' underwear factory in Plymouth.

Even his official documents record an "unselfish rape" on a V.I.P.'s corgi at Portland, and go on to tell how he "gallantly defended" his ship against M.C.M. squadron superiors on their first acquaintance.

Now, sadly, Fred finds himself in the doghouse, grieving over 14 days' stopping of leave and a break in V.G. conduct (under the "Dogs Discipline Act").

## SORDID DETAILS

Downfall of the dog (full name Fred Mutley — official number K9) started when he was given permission to go ashore at H.M.S. Vernon to stretch his legs and perhaps chase a cat or two.

In two shakes of a tail the 11-month-old black figure was seen racing through the main gate, heading for the bright lights of the Southsea lamp posts.

Enter the Naval Patrol. The sordid doggy details are duly recorded by Leading Regulator David J. Savin in the report which went to Fred's commanding officer (Lieut. C. S. Samuel).

A mobile patrol which included Ck

## MORAL: LET STREAKING DOGS LIE

Ralph Gilham, was on late-night duty in South Parade, Southsea, when a radio message reported that a "canine naval rating" had been collared and was in custody at the police station. This was the lead they wanted.

In appropriate style the report proceeds, "At 12.35 the duty sergeant handed into my custody a male dog dressed in his own fur."

"I asked him name and he replied, 'Howell.' I did not believe this to be true and subsequently identified him by his Royal Naval dog collar as the above (Fred). He had been arrested in Victoria

Road South for streaking. When asked how he felt, he replied 'Ruff, ruff.'

He had been drinking but was not drunk. On escorting Fred out of the police station he became truculent and abusive in his manner, namely dragging me along the pavement. Fred then urinated against the wheel of the patrol vehicle.

"Using the minimum of force, Fred was placed in the patrol vehicle."

"At 22.43 Fred was handed into the custody of the quartermaster H.M.S. Wotton, cautioned as to his future conduct and informed that a report would be forwarded."

## SORRY TAIL

And so poor Fred — believed to be part Labrador with a touch of Alsatian somewhere along the line — got his desserts after being "charged with lying, urinating in an improper place and resisting arrest." And the whole sorry tale (or should it be tail?) was recorded for posterity by RO Willy Wiloughby in what he called a piece of doggerel.

● A piece of late news from Portland reports that Fred has just spent a night in the cells at H.M.S. Osprey after leaving the ship during her annual inspection. The Wotton was awaiting his second patrol report!



Happy though "handcuffed" is the Wotton's gay dog Fred, seen with his Divisional Officer (Doggo!), Sub-Lieut. Colin Sharp.

## FILMS FOR THE FLEET

# Just watch it!

Watch it — the tough guys are taking over your cinema screens. All-time greats John Wayne, George C. Scott and Jack Palance, plus relative newcomer Burt Reynolds, are among the stars of the latest releases to the Fleet by the Royal Naval Film Corporation.

Wayne plays a typical tough-talking, hard-hitting Western role in "Cahill" and the pattern is followed — with variations — by Scott and Palance in "Oklahoma Crude" and Reynolds in "White Lightning."

So if the big screen is your pleasure, just watch it!

## THE LIST

**The Happiest Millionaire** — Fred MacMurray, Tommy Steele, Greer Garson. Musical comedy about the fabulous life of an eccentric millionaire and his family, with Steele playing the butler. No. 211. Walt Disney.

**The Ugly Dachshund** — Dean Jones, Suzanne Pleshette. When a Great Dane puppy, cast out by its mother, is placed with a litter of Dachshund puppies the truth soon becomes painfully obvious. No. 212. Walt Disney.

**Lost Horizon** — Peter Finch, Liv Ullmann, Sally Kellerman. Drama with music which tells the story of a party from a crashed plane led down a snow-covered Tibetan mountain to a sheltered valley called Shangri-La where they are made welcome and invited to stay. No. 213. Columbia-Warner.

**White Lightning** — Burt Reynolds, Jennifer Billingsley. When Gator McKlusky, in jail for bootlegging, learns that his young brother has been murdered he gets out of prison by offering to help the Treasury Department collect evidence against corrupt State officials. No. 214. United Artists.

**Cahill** — John Wayne, George Kennedy. "Duke" plays a dedicated US marshal feared by all the bank robbers wishing to operate in his territory. No. 215. Columbia-Warner.

**Oklahoma Crude** — George C. Scott, Faye Dunaway, John Mills, Jack Palance. The Oklahoma oilfields — 1913. Alone, except for an Indian, the heroine is drilling for oil and refusing to sell out to a big company when thugs hired by the company take over the rig. No. 216. Columbia-Warner.

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## HERE'S A PICTURE TO PERK YOU UP

Leading parts or supporting roles — Julie Ege looks lovely whatever the billing, and these days it's nice to be able to show something to give our readers a bit of a lift. Julie displays her charms in "Craze," a new film starring Jack Palance.





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The latest commissioning forecast details are as follows:

### JUNE

**ZULU FLIGHT.** June 10. Forms at Portland. Sea service.  
**SALISBURY (A/D Frigate).** June 21. Commissions at Devonport. Sea service (West of Suez).

### JULY

**PHOEBE FLIGHT.** July (Tentative). Transfers to Galatea. Sea service.

### AUGUST

**APOLLO (GP Frigate).** August 1. Base port changes to Portsmouth.  
**PHOEBE (GP Frigate).** August 5. LRP at Devonport. Sea service.  
**SHAVINGTON (CMS).** August 23. Commissions at Devonport. Fishery Protection Squadron.

### SEPTEMBER

**ANTRIM (GMD).** September 2 at Portsmouth. Sea service.  
**GALATEA (GP Frigate).** September 13. Commissions at Devonport for Sea Service (West of Suez). Captain's command with full staff.

### OCTOBER

**HERALD (Survey Ship).** October. Contractors' sea trials.

### NOVEMBER

**BRIGHTON (A/S Frigate).** November 11. Pays off for refit at Gibraltar. Ship's company and flight transfer to H.M.S. Plymouth.  
**PLYMOUTH (A/S Frigate).** November 8. Commissions at Gibraltar with ship's company from H.M.S. Brighton. Sea service (East of Suez).  
**HERALD (Survey Ship).** November. Commissions at Portsmouth for Sea service.

### DECEMBER

**BRONINGTON (CMH).** December 20. Commissions at Gibraltar for 1st MCM Squadron. Sea service.

# COMMISSIONING FORECAST

### JANUARY, 1975

**BOSSINGTON (CMH).** January. E.R. complement at Gibraltar. Sea service.  
**BULWARK (LPH).** January 31. Base port changes to Portsmouth. Sea service.  
**CHARYBIS (GP Frigate).** January 1. Base port changes to Devonport. Sea service.  
**KIRKJSTON (CMH).** January. Transfers to 1st MCM Squadron. Sea service.

### FEBRUARY

**KILLIECRANKIE (CMS).** Ex Bickington. February 24 at Chatham. Completes refit.

### MARCH

**JAGUAR (AA Frigate).** March (Tentative). Completes refit for Stand-by Squadron. Base Port Chatham.

### APRIL

**HERMIONE (GP Frigate).** April 1. Base port changes to Devonport. Sea service.

### MAY

**CUXTON (CMS).** May. Trials crew at Rosyth prior to joining 10th MCM Squadron. Sea service.

**NAIAD (GP Frigate).** May 30. Commissions at Devonport for Sea service (East of Suez). Captain's command.

**LONDON (GMD).** May 23 (Tentative). Commissions at Portsmouth for Sea service (West of Suez).

**CUXTON (CMS).** May 23. Completion.

**LINCOLN (AD Frigate).** May. Completes refit for Stand-by Squadron.

**RHYL (A/S Frigate).** May 5. Pays off for refit at Gibraltar. Ship's company transfers to H.M.S. Brighton.

**BRIGHTON (A/S Frigate).** May. Commissions at Gibraltar for Sea service (East of Suez) with ship's company from H.M.S. Rhyll.

### JUNE

**BRINTON (CMH).** June 30. E.R. complement at Chatham.

### JULY

**DIDO (GP Frigate).** July 30. L.R.P. at Devonport.  
**GAVINTON (CMH).** July. E.R. complement at Gibraltar.

### AUGUST

**EURYALUS (GP Frigate).** August 1 (Tentative) at Devonport. Captain's Command with full staff. Sea service.

### SEPTEMBER

**LYNX (AA Frigate).** September 12. Complete refit for Stand-by Squadron. Sea service.

### OCTOBER

**HECATE (Survey Ship).** October. L.R.P. at Devonport. Sea service.

**BOSSINGTON (CMH).** October. Commissions at Gibraltar. Base port Portsmouth. Sea service.

**CLEOPATRA (GP Frigate).** October 27 at Devonport. Captain's command with full staff. Sea service.

### NOTES

Drafting action of men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

## SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

**OPOSSUM.** At Chatham. Final manning date June 7, 1974. Joins SM1.  
**OSIRIS.** At Devonport. Final manning date July 12, 1974. Joins SM1.  
**FINWHALE.** At Portsmouth. Final manning date September 30, 1974. Joins SM1.

**ORPHEUS.** At Devonport. Final manning date March 7, 1975. Joins SM1.

**WALRUS.** At Rosyth. Final manning date April 11, 1975. Joins SM1.

**OBBERON.** At Portsmouth. Final manning date April 28, 1975.

**CHURCHILL.** At Chatham. Final manning date May 23, 1975.

## MR. BUCK'S THANKS

Navy Minister in the previous administration, Mr. Antony Buck was among the Members of Parliament who figured in the Defence Debate in the Commons on May 13.

He said he was very happy to have "caught the Speaker's eye" in order to have the opportunity of placing on record "my profound gratitude for all the kindness received from the Royal Navy and Royal Marines during the past year and more, while I had the privilege of being Minister for that great Service."

He added: "Our men are without parallel."

## Aid for holiday cancellation

Holiday cancellation insurance may not cover Service men in the case of a move to Northern Ireland, according to a letter to Navy News from a Royal Marine, who asked if it was true that compensation would be paid by the Ministry of Defence.

It is true that compensation for forfeited deposits may be allowed as a result of "deployment of the Armed Forces in a civil emergency (including Northern Ireland)." Anyone interested should study Defence Council Instruction (RN) S 54/72.

# Sports at sea!

H.M.S. Hecla's passage home to Devonport, after carrying out an inshore survey in the Inner Sound of Raasay, provided a welcome opportunity for some sporting activity in the fresh air on deck.

Battle was joined with traditional gusto in the Hecla Spring Olympics, comprising mini-soccer, 22 shooting, volleyball, deck tennis, golf, croquet and tug-of-war.

Lieut. I. Jeffrey, editor of the Sunday Hecla (described as "an up-and-coming cousin of Navy News"), reports that the mini-soccer was a great success, with only three balls lost over the side. After the loss of the 25th "volleyball," however, the rules were amended and the game continued as volley-ball-on-a-string.

The Hecla nine-hole golf course lacked some of the refinements of shore-based versions, such as grass, but with hazards like a two-ton crane, two winches, Chippy's workshop, four boats, six standpipes, 58 yards of guttering, the Buffer's feet and the sea, it had a certain charm of its own!

Winners of the "olympics" were 2 Mess, led by LOEM Royston Morris, who received the Lady Irving Bowl (presented to the ship by the wife of a former

Hydrographer of the Navy); a challenge shield presented by the former commanding officer, Cdr. R. A. G. Hesbitt; and other liquid prizes.

### 'FACE RACE'

A beard-growing contest, otherwise known as "the face race," was won by LRO(G) Pat Garrett, with POMEM Eddie Howe as runner-up. The wooden spoon was triumphantly carried

away by JOEM Anthony Champs.

While the Hecla plumed the depths of the Inner Sound of Raasay some members of the ship's company used their spare time to conduct their own survey of what lay beneath the surface. Among them was MEM1 Bob Farrar, who landed a 45lb. skate the length of which, when hoisted on board, almost matched Bob's height.

"Golf" — at least, that's what it said on the back of this picture from H.M.S. Hecla. Well, the cap fits (it's worn, by the way, by SA Johnson) and the "Plus Two's" style is fashionable, but it's obvious that the spectators — AB Danks, JOEM Champs, LRO Roy and LWTR Blyth — are not expecting to pick up any tips on grip or stance!



Photo: LA(Phot) S. Latta

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# RECLAIM: UP SAILS, DOWN DIVERS



They were very good years . . .

Here in full splendour with her famous sails unfurled is the Royal Navy's "answer" to the fuel crisis — H.M.S. Reclaim.

The deep diving ship hit the headlines earlier this year when it was decided to fit her out with a new set of steady sails just at a time when everyone was trying to save fuel.

It was not just a question of "How much fuel can we save?" but also "How faster will she go?"

The questions were academic because the canvas sails, with the Reclaim's eye-catching "trade mark" of a white diver's helmet on a blue background, are primarily to help her in her deep-diving role.

In recent months the ship has been engaged in deep-diving trials that will eventually permit diving operations for prolonged periods to depths of 1,000ft. This means it will be possible to dive anywhere on the Continental Shelf.



Although the Reclaim's home port is Portsmouth, most trials are carried out in the deep water off the west coast of Scotland and she is available for any diving task in north European waters.

The team of 14 clearance divers can operate to a depth of 250ft. using rubber inflatable craft and to 450ft. using the ship's deep diving system. Greater depths at the moment are for trials purposes only.

Two divers are lowered to the sea bed in a submersible compression chamber which carries the necessary oxygen / helium breathing gases, underwater television, lighting and a communication system linking the divers to the controller.

On reaching the sea bed one diver swims out to undertake the task required while the other acts as an attendant. With the task completed the chamber is hoisted into the ship with the divers under pressure.

## Comfort

The chamber is locked on to another in the ship's hold, the divers transfer to the main chamber, still under pressure, and in comparative comfort they carry out a process of decompression which can last for several hours.

H.M.S. Reclaim's crew of eight officers and 84 men includes two diving officers, ten divers and a doctor specializing in underwater medicine. Her commanding officer is Lieut.-Cdr. C. F. Laferty.



All eyes have the look of concentration as H.M.S. Reclaim's foresail is hoisted at sea for the first time. Pictures: M. Chant.

## PHOTO POSTCARDS

Postcards of H.M.S. Reclaim or any other ships in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH. Price: 5p each (50p per dozen), stamps, postal orders or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 85p each (including postage).

Other ships in the series are:

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Antrim, Apollo (mine-layer), Apollo (Leander-class frigate), Arethusa, Argonaut, Ariadne, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (pre-mod.), Berwick (mod.), Blackpool, Blackwood, Blake (pre-mod.), Blake (mod.), Brave Borderer, Brighton (pre-mod.), Brighton (mod.), Bristol, Britannia, Broadsword, Bulldog, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod.), Chichester (mod.), Cleopatra, Conqueror, Corunna (pre-mod.), Corunna (mod.), Courageous, Cumberland, Dainty, Dampier, Daring, Danae, Dartington, Defender, Defiance, Devonshire, Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Fearless, Fife, Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes (pre-mod.), Hermes (mod.), Hermione, Hubberton, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Maidstone, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olwen (formerly Olynthus), Onslaught, Orpheus, Osiris, Palliser, Penelope, Phoebe, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim (pre-mod.), Redpoll, Relentless, Renown, Repulse, Resolution, Revenge, Rhyol, Roebuck, Torquay, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Scylla, Sealion, Sheffield, Shoultton, Sidlesham, Sirius, Stromness, Taciturn, Talent, Tartar, Tenacity, Tenby, Theseus, Tidesurge, Tiger (pre-mod.), Tiger (mod.), Token, Torquay, Troubridge, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (pre-mod.), Walrus (mod.), Warrior, Warspite, Whitby, Wilton, Woodlark, Yarmouth, Zest, and Zulu.

## FACTS and FIGURES

HMS Reclaim was built in 1948 by William Simons and Co. Ltd., of Renfrew, Scotland, as a salvage ship of the King Salvor Class. She was altered before completion for her role as a deep diving vessel.

Displacing 2,050 tons, she is 217ft. long with a beam of 38ft. and a draught of 15ft.

Her two three-cylinder triple expansion engines develop 750 h.p. each at 140 r.p.m. and drive direct to the propellers. Steam is provided by two single-ended multi-tubular return marine boilers which hold 25 tons of water when steaming.

## RECOVERIES

● 1964 — Series of dives to 600ft. for one hour off Toulon, the divers wearing modern light-weight self-contained equipment that gives much greater freedom of movement in the water than the traditional standard diving dress.

● 1966 — Location and recovery of crashed Aer Lingus Viscount aircraft in the Irish Sea.

● 1970 — Recovery of RAF Lightning aircraft from a depth of 210ft. off Flamborough Head by a diving team working from Gemini.

● 1973 — Recovery of Phantom aircraft from 180ft. off Firth of Forth.

The ship has also recovered many crashed military aircraft and helicopters from depths down to 400ft. to enable cause of crash to be determined.

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# Adrift: Must you PAY the penalty?

LETTERS  
TO THE  
EDITOR

While fully accepting the need for discipline in an armed service, I question the advisability of heavy fines, increasingly used as a punishment for leave-breaking.

I have no sympathy for the persistent offender, but I do have for the "one off, car broke down / missed the coach through no real fault of his own" rating.

It is common knowledge that many ratings, rather than lose a large slice from their meagre wages, resort to wasting a doctor's valuable time with a non-existent stomach-ache, in order to get a medical certificate.

The Navy loses the man for two or three days, and with man-

power fully stretched we can ill afford this loss.

I offer no solution, but hope that my letter will provoke thought by the powers-that-be. I also hasten to add that I have not been adrift, and have no "vested interest."

H.M.S. Osprey

Observer

## Wrens at sea

With reference to the item on the front page of Navy News (April issue), I would like the wife of the acting chief marine engineering artificer to know that she is a little behind the times regarding Wrens serving at sea.

As a leading and petty officer Wren writer I served at sea for two years, from 1943 to 1945, in H.M.S. Philante, Training Captain Western Approaches ship (195 men and one girl), and the officers and ship's company came to no harm from me!

I married the leading writer and we shall be celebrating 30 years of happy married life on October 7 this year.

Incidentally, I think I am one of the few Wrens to hold the 1939-45 Star and the Atlantic Star, and am still a fully paid up member of the Association of Wrens.

Constance L. Pearn

Bristol

Your correspondent did not say why she would not accept her husband being aboard a ship with a Wren. I am sure that most of the Wrens would more than likely say "No" anyway to a seagoing ship. What do people think our Wrens are?

Sergeant, R.M.  
Malta.

Why should girls who choose the R.N. as their career be deprived of a chance of going to sea just to satisfy the minds of a very few wives who can't trust their husbands once they're out of their sight?

J. Willmot  
(Ex-M.A.A.'s wife for 16 years  
Thetford, Norfolk.



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An aircraft leaving H.M.S. Caledon in 1929, with the cruiser steaming at 29 knots — a hazardous operation. The picture was sent in by a reader, Mr. Horatio Menadue, who thought that the aircraft was a Fairey Firefly, although it appears to be a Fairey Flycatcher.

Could this be the answer to the "Firefly mystery" referred to in the April issue?

During the period 1929-31, H.M.S. Glorious operated in the Mediterranean at the same time as H.M.S. Caledon served in the 3rd Cruiser Squadron. H.M.S. Caledon was one of the few cruisers to have a flying platform, and on two or three occasions during that particular commission she flew off Fairey Fireflies.

The Glorious supplied the aircraft, which was brought alongside on a lighter and lifted on to the launching platform by a special derrick on board the Caledon. After launching the plane would later "home" on to the Glorious.

Horatio S. Menadue  
(Ex-CPO, R.N.)

### Imperial style

Since this seems to be the age of the beard, both in the Services and outside, and seeing some of the wildly piratical monstrosities being worn, I cannot help but hark back to my early days in the Royal Navy, during the reign of King George V, when every matelot who had won permission to "grow" took an immense pride in cultivating a beard known as an "imperial," because it was the style worn by the Sovereign.

The beard was trimmed to a point with the moustache neatly waxed to a point. I can recall many a matelot using a pinch of "pusser's hard," in the absence of the proper wax, to get the right look.

A. E. Snow  
Plymouth Branch, R.N.A.

## WRITERS' TRAINING POSES A PROBLEM

I have always understood that a writer's part 4 training should include time in both pay office and captain's office (ideally six to nine months in each) in order to gain all-round experience.

I am sure that nobody would ever dream of sending a half-trained EM or MEM to sea, so why do it to the scribes?

The writers I know who have this problem may be a small minority, I don't know. All I do know is that the writers before me spent 18 months in this office after training, and then went to a ship. I have been told that the same thing will happen to me, unless I can swap with somebody, and spend some time in a pay office.

Scribe

Portsmouth.

### 'Sailing' to Freetown

Perhaps my experience in the use of sails would be of interest to readers. In March 1942, the 27th A/S M.L. Flotilla left Milford Haven for Freetown via Gibraltar — quite a voyage for these small coastal craft, which had been fitted with long range fuel tanks.

Several days from Freetown, fuel was running short, and my vessel M.L. 285 (Lieut. Michael Reynolds-Hole, D.S.C.)

decided to make sail to ease the fuel shortage.

With all available canvas and blankets, the Hwang Ho main royal was set, and a speed of ten knots was maintained until we arrived at Freetown, with the engine room staff squeezing the last drops from the tanks.

G. S. Timothy  
(Ex-coxswain, Light Coastal Forces)  
Sheerness, Kent.

### Up the Blues

I work in Manchester adjacent to your recruiting office. The CPOs we see are immaculate, and a credit to the Service. The Royal Marines, while smart, do tend to look a little like superannuated Boy Scouts in their lovat uniforms.

No one is smarter than a R.M. SNCO in blues and sash. What about it?

D. M. Foote

Manchester.

## 'DIRECT DEBIT DISCOUNT'

When I took out my mortgage it was linked to a life assurance policy issued by the Royal Insurance group, with payment of premiums by direct debit from my bank account.

Later, as I had an allotment which was not being used, I decided to pay this premium by allotment, to avoid bank charges. However, it is not that easy. When I told the Royal they informed me that my premium would be increased by 20p per month if I changed my method of payment. This additional charge would be three times more than the bank's charge, and I was therefore forced to abandon the idea.

In fairness I must point out that no penalties were incurred with another insurance company, and with my building society whose payments take up the other two allotments.

According to my experience, anyone who deals with the Royal via the allotment system should find out if they could be paying much less by altering the method of payment.

I would also be interested to hear the comments of Supply personnel on this and any other "anomalies" present in the system.

R. E. Stainbank  
(Instr. Lieut.)

H.M.S. Dolphin.

According to the Royal, when payment is by direct debit between their bank and the customer's bank, a discount of 20p per month is granted. Where payment is by naval allotment, or any other method not "direct debit," there is no 20p reduction in the premium. — Editor.

### Sub. suits

After being drafted into Polaris submarines, I find I have to pay £8.32 for two sets of terylene No. 8's before I go to sea.

How long before ratings who wish to become ship's divers have to fork out for wet-suits and aqualungs, or helo pilots have to start saving for flying helmets?

Reactor

H.M.S. Renown

Navy News is informed that Kit Upkeep Allowance includes provision for two new suits every year to replace worn-out garments. It is also said that the easy-care No. 8's referred to are essential for submariners, but also a great improvement on all-cotton garments for everybody. They are now coming into general use. — Editor.

### Deaf aid

As the wife of a Navy man I think the many pounds raised for charity by the Service tells just what great men there are in the R.N.

I wonder if there could be a helping hand for the little deaf children we have in this country who have such lonely lives (this may already have been done without my knowing).

If anyone were to use ear-defenders for a day they would get some idea of what it is like to be deaf — no birds singing, just silent moving mouths on TV.

The R.N.I.D. has been called the cinderella of the charities, the reason being you can't SEE that a child is deaf.

I write this because I have a deaf son of 11, and it shocks me to hear that schools for deaf children are always having to have coffee mornings, etc., to raise funds for hearing equipment and other vital aids for teaching these deaf children.

Frances Garraghan  
Helston, Cornwall.

### Op, and away?

I would heartily endorse the views of L/Sig Cross and "Tired of Waiting" in your April issue.

Not only is the remuneration out of line with the responsibility, but the time spent waiting to become one of the cross-bearers is so long that many well-trained and efficient operators are opting to leave the Service for civilian firms who will gladly pay above the Forces rates for telex / radio operators.

Another point: After passing professionally for RS, CY, or RS(W), candidates are all too often sent back to ships, where they spend their time supervising painting or communal cleaning, hence losing not only their interest, but forgetting the skills they worked so hard to acquire.

Bye Navy

H.M.S. Charybdis.



# COOKING UP SOMETHING SPECIAL

Together again when H.M.S. Phoebe returned to Chatham from the Mediterranean were Cook Kenneth Alderson (left) and his wife, Beverly, and Leading Cook Paul Davies and his wife Frances. Nobody minded the camera looking on to share their happiness.

Picture: Les Watt



## Run ashore down south raises cash

A visit to Stanley in the Falkland Islands marked the end of H.M.S. Endurance's Antarctic season — and heralded the start of the ship's annual sponsored run around the harbour, in aid of the Royal National Lifeboat Institution.

Twenty-seven runners, including the commanding officer (Capt. C. J. Isacke) and the marine engineer officer (Lieut.-Cdr. I. D. Tilbury), fought their way over six miles of rough country and roads and raised a record £315.

First "home" was Sub-Lieut. Dave Garwood, whose daily runs around the ship's small flight deck obviously paid off. Although the captain finished well down the field, he won his personal side bet

with PO Steward Gavin Rodgers, who finished last!

A football match between the ship's XI and a confident team from the senior rates' mess started with the Wembley-style singing of "Abide with Me," led by CPOA Spider Webb, in white suit and tall hat. The result, long considered a foregone conclusion, was a 5-0 defeat for the senior rates, but the match produced £23 for the ship's welfare fund.

and drinking in traditional local style; and the ship's soccer team were despatched in no uncertain manner by a superior local team.

After a daylight passage down the River Plate the Endurance headed north again to Santos, Brazil, for a four-day stay — the last-but-one port of call before returning to families and friends at Portsmouth on May 16.

### Calls from the cold

For long spells during the Endurance's season in Antarctica, the ship's company received no mail and the only way of communicating with home was over the ship-to-shore telephone, by courtesy of RS Anderson and his staff.

So popular was their service that during the first six months the takings totalled £800 — an average of £3 for each of the 266 calls connected!

## Promotions

Authorizations for promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

To CMEM — C. G. Dewhurst D056647; L. K. Duddridge K973263; D. R. Paine D071852; B. W. Roberts D059467; G. Williams K943370; B. Jackson D067625.  
To CPWTR — M. P. Newbury M055909; B. M. Jeffery D058207; K. R. Fellows D058222.  
To CPOSA — G. Gibson D055074; T. A. Quinton D057287.  
To CPOCK — M. Turner D052203; M. N. Taylor D058124; N. D. Clements, M978286 G. E. Haigh M984747.  
To COPSTD — B. Wilson D060343; T. Place D055674.  
To CMT — D. Johnson M966071; R. T. C. Rowland M900497.  
To CCEL — R. J. Ray M969962.  
To CPO — E. D. J. Sykes D072666; D. Carey D055496; K. P. Mack D057994; R. Shipp J971578; J. W. Pepperwell D053469; G. L. Byrne J977260; B. Woodcock J958100; E. W. Afford D053643; A. E. Buckle J944094; C. W. Hawkes J942378; A. C. Orchard J922319.  
To CCY — N. G. Paul J942115.  
To CRS — P. R. Appleby D062493.  
To CRS (W) — F. Morris D060639.  
To CRS (S) — D. Hammersley D053939.  
To MAA — A. Hodgkinson M916733.  
To CAF — R. Milne D067293; D. Thompson D058923; R. Palmer F956760; R. J. Stone D068057; B. Jackson F979678.  
To CREL(AIR) — J. N. Payne D071999; H. J. Blackman D067074.  
To CA(MET) — J. L. Daniels D078880.  
To CWREN(REG) — E. C. Crouchman W120840.  
To CWREN (SA) — M. A. Gulliver W121871.  
To CAA(AE) — A. G. Broad F855854.  
To CCEA — F. B. Fisher M977823; C. E. Horton D063206; T. A. Kennedy D063216; G. Dalby D062976.  
To COEMECH — J. White M953375; J. Griffiths M964337; I. Keiman M962802.  
To CREA — D. M. Fairclough D075549; J. I. Hume D058591; C. M. Hope M943332.  
To COEA — R. M. J. Gardner M928950.  
To CREMECH — M. J. Taylor D070879.  
To CMEA(P) — C. Joly D076631; E. M. Uren D069665; R. J. Joesbury D076622; W. Packer D054726; T. L. Readshaw D055209; H. S. Waddington M956479; A. R. Ward M969890; N. P. Feltham D065788.  
To CMECH — I. Mac Middleton K970634; A. Don D060047; G. T. Lane D056397; A. Cosgrove D064520.

### £150 award

One of the three major awards in the Ministry of Defence 1973 Suggestion Scheme went to Cdr. J. Higginbottom, who received £150 for his work on the engineer officer recruiting booklet.

## POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced from the roster in Basic Date order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

PO Int (19.12.71)	LS Dry	POWTR Int (13.9.72)
LWTR Int (1.5.74)	POSA Int (21.2.72)	LSA Int (21.2.72)
RPO Int (4.7.72)	POCK Int (4.7.72)	LCK Int (4.7.72)
POSTD Int (4.7.72)	LSTD Int (4.7.72)	POMEM Int (6.9.73)
LMEM Dry	POCEL Dry	LCMEM Dry

## By bus in Argentina

At Buenos Aires three members of the ship's company of H.M.S. Endurance decided to forgo the comforts of the ship during the 1,200-mile passage to Santos, Brazil, and see something of life in Argentina by travelling overland.

Lieut.-Cdr. R. A. Y. Bridges, Cpl. Page and LS Whitehorn waved the ship goodbye and set out on a 28-hour bus ride, mainly along dirt roads, to the huge waterfalls at Iguassu.

The ride was anything but comfortable, but gave the trio a fascinating view of a relatively undeveloped part of Argentina.

After a good look at the dramatic falls the team crossed by launch to Brazil and there managed to have an even closer look — riding for free in a commercial helicopter piloted by an ex-Brazilian Navy pilot, who was particularly delighted to meet a serving R.N. pilot.

The remainder of the trip to Sao Paulo and on to Santos was interesting but uneventful, and the trio arrived in good order just as the ship secured alongside.

## Once your service in the forces comes to an end, begin a new career in the Special Hospital Service.

The service runs hospitals for the mentally disturbed who must be looked after under conditions of security.

Nursing in the Special Hospital Service has attracted many servicemen and women since the war. They find it uses their training and experience in a worthwhile way.

It's a challenging job alright. But it's rewarding and secure. The pay's good too, higher than in the National Health Service.

And you'll get 4 weeks paid holiday, increasing to 5 after 2 years.

There are other pluses too. Like accommodation to rent. A canteen that costs very little. Even help with travel if you live outside.

There are 4 special hospitals. Broadmoor in Berkshire (nr. Reading). Rampton in Nottinghamshire (nr. Doncaster). Moss Side in Lancashire (nr. Liverpool). And the new one

just being built at Park Lane, which is also near Liverpool.

Although we're still looking for staff for the other 3, staffing Park Lane is a priority.

When finished it will be one of the most advanced hospitals of its kind in the world.

For more information about opportunities and training for Park Lane, and the other 3 special hospitals, fill in the coupon.



I am interested in the following hospitals:

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To: The Chief Nursing Officer, Special Hospitals, Dept. of Health and Social Security, PO Box 702, London SW20 8SZ.



Moving the fleet maintenance ship H.M.S. Triumph from Chatham to Portsmouth for a docking presented a number of problems, the departure being compared with "squeezing an outside woman into a pair of small-sized corsets."

The hull of the Triumph — largest ship ever to use Chatham naval base and 17,500-tons full load — was within touching distance of both sides of the lock when she left.

The former aircraft carrier had been undergoing refit work.

Ocean tugs Cyclone, Rollicker, and Roysterer towed her to Spithead, where she was met by five PAS tugs and towed in to Pitch House jetty. The PAS tugs were the Griper, Grinder, Agile, Setter, and Boxer.

Following docking, the Triumph — seen being towed into Portsmouth — is to become Reserve maintenance ship.

## TRIUMPH GETS A TOW



Photo: L./Wren Jill Purves

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Charities:  
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2. Royal Naval Depot Aid Fund (1956)  
Scheme for the regulation of the Charities

Ref. SC-253926-A1

The Charity Commissioners propose to establish a Scheme for this and other purposes. Copies of the proposed Scheme will be supplied on written request to the Charity Commission, 14 Ryder Street, London, S.W.1, quoting the reference above, and may also be seen at that address.

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# Britannia visits exotic spots on world trip

Around the world in 185 days — that has been the colourful lot of officers and yachtsmen of the Royal Yacht Britannia. And a fascinating trip it proved, with visits to places like Galapagos, Tahiti, Fiji, New Zealand, Australia, Bali, Papua New Guinea, Singapore, Mauritius and Casablanca.

After the Britannia reached Lyttelton, the port of Christchurch, New Zealand, the Duke of Edinburgh arrived by air to open the tenth British Commonwealth Games, and later the Queen, accompanied by Princess Anne and Capt. Mark Phillips, arrived in New Zealand.

Lieut. the Prince of Wales, serving in H.M.S. Jupiter, also joined the Royal party in the Britannia for part of the tour, as did Admiral of the Fleet Earl Mountbatten.

While the Royal Family were touring New Zealand, the Britannia sailed to Whangarei in the North Island to meet them for New Zealand's first national Day at Waitangi, which provided memorable celebrations.

Then the ship sailed to Auckland for a two-day visit before setting off for Norfolk Island, where some of the "Mutiny on the Bounty" descendants still live.

Next the Britannia headed for the New Hebrides Islands and after visiting Vila arrived off Pentecost island, where the Royal Family and ship's company watched the famous land divers who jump off a 70-foot tower.

Next came Santo and then it was on to the Solomon Islands, where the Britannia visited Honiara, Yandina and Gizo. Honiara was the scene of battles between the Japanese and Americans in the Second World War and Ironbottom Sound nearby was so named because of the number of warships sunk in the area.

Papua New Guinea was next call, and Kieta, Rabaul and Port Moresby were visited in quick succession.

In Port Moresby some of the yachtsmen watched on the Verandah deck a re-enactment of the death of the Rev. James Chalmers at Goaribari Island in 1901. A missionary, Chalmers was killed by the villagers, who later ate him. Luckily, the spectators of 1974 were spared that part of the story!

## 18 countries

The Queen and Royal party flew to Australia for a 10-day tour, but in the event the Queen returned to the U.K. for the General Election after only two days there. The Duke of Edinburgh and Admiral Mountbatten joined the Britannia at Darwin and sailed to Bali, where the Queen rejoined the ship, the final visits of the Royal tour being to Bali and Jakarta, capital of Indonesia.

Later for the Britannia's ship's company there was a four day visit and "rabbit run" to Singapore, and the opportunity for plenty of sport.

On the way home calls were made at Mauritius, St Helena and Casablanca before arrival at Portsmouth early in May. The Britannia had been away for about six months, had steamed 35,570 miles and visited 18 countries.



Conditions were lively for sailing and surfing when the Britannia and H.M.A.S. Torrens anchored off Norfolk Island.

# MATELOTS MOVE IN ROYAL CIRCLE



Reviving memories: "Splice the Mainbrace" was ordered by the Queen on the day she left the Britannia at Jakarta in March. Seen, from the left, are AB Kester, LS Turvey, AB Foote, LS Mawby and CPO Norrell.

Deep in the heart of the jungle? No, it was in H.M.Y. Britannia when New Guinean dancers went on board at Port Moresby. With them are AB Nisbett and LS Greenwood.

During a Royal "Walkabout" on board the Britannia the Queen stops to talk to MEM Jones.

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## WIVES VISIT UNITED STATES

Fourteen wives flew to join their husbands when H.M.S. Fox and H.M.S. Ebn were 18 days at St Petersburg, Florida, for a maintenance period, and the girls shared the overwhelming hospitality which this American town offers the Royal Navy.

Marian Coe, feature writer on the St Petersburg Times, wrote to Navy News about the welcome, and mentioning that accommodation was made available in many homes for the men and their wives through the hard work of Mr. and Mrs. John Shrive, of St Petersburg.

Freedom of the city was granted to the crews of both ships, and to the 40 members of the Fleet Maintenance Group,

the local liaison being through Lieut.-Cdr. John Jackson, U.S.N. (ret).

Navy News is grateful to Marian for passing on the news, and would like to add their "thank you" on behalf of all the Navy men who were given such a marvellous time.

TWO  
PAGES...

## Love in bloom...

Last September Capt. J. R. Roole, Royal Netherlands Navy, presented a gift of bulbs to the Clyde Submarine Base to mark the close and lasting links between the two navies.

The flowers were in full bloom when this picture was taken, showing Rudy and Beverley Hondbrink admiring them.

The couple have taken Anglo-Dutch relationships so seriously that they were married in February. Rudy (22), from Amsterdam, serves in the Netherlands ship Snellius, which is the submarine support vessel based at Faslane. Beverley, who is 21, is a Wren working at H.M.S. Neptune.



# Missed arrival of dad's ship

When H.M.S. Leander returned to Devonport, the welcoming party on the quayside was not as big as expected.

Several of the relatives and friends were nearly there — but not quite. Something had gone wrong, and a wife wrote to Navy News saying how disappointed the children were to miss "seeing daddy's ship come in."

It was not a case of arrangements not being made, but in the way that things happen, a hitch "snowballed" and created an exaggerated impression.

The Port Admiral, Vice-Admiral A. M. Power, was sorry to learn about the disappointment among the families.

"We regret that due to a combination of circumstances the arrangements were not good," he said.

Families could be assured that the things which went wrong would be watched in future.

One point made by the naval wife in her letter was that she had a permit to take her car into the dockyard to pick up her husband, but was not able to do so for the homecoming. Why not?

Everybody will understand that an influx of families and friends into a military place creates security problems and car parking problems. Recent events leave no doubt of the tremendous responsibility which exists in safeguarding Service people, including women and children.

Better control and less congestion is possible when all are shepherded into coaches.

The car permits are just for picking up and setting down, because there simply isn't room to park, especially at the present time when major reconstruction is in progress.

## Naafi prices

"Marking up" of old price tags at her Naafi supermarket angered Mrs. Phyllis Allinson into writing to Navy News.

In reply, Naafi said that their once-a-month change of prices reflected the increases outside, and were always lagging well behind. Their policy continued to be that of relating prices to those prevailing in other shops.

The world's largest selling gin.



A trip half way around the world has resulted from a "run ashore" friendship started when H.M.S. Eagle visited Wellington, New Zealand, during her last commission.

On the occasion of the call, in August, 1971, there were many invites for the ship's company, and several of the senior rates from 2J4 Mess accepted one from the Otaki R.S.A. (an ex-Service men's association).

The hospitality turned out to be a memorable occasion for the Eagle sailors, and there were some tearful farewells when the Mighty "E" was on her way again.

Writing now to Navy News, Mrs. Marjorie White, of Stubbington (Hants), wife of POREL White, says that after the depar-

## New Zealand's Eagle friends

ture, the R.S.A. President's wife wrote to her, and the correspondence had continued ever since.

"Several Christmas calls were made to us by this wonderful Kiwi family," says Mrs. White, "and the wife and daughter have now made the journey to England to spend a six-week holiday with us."

"I sincerely hope that the memories they take home with them will be as special as the ones

treasured by my husband and many of the lads from the Eagle."

Incidentally, Mrs. White mentions that their copy of Navy News always goes to their Otaki friends, who in turn pass it on to the library of the R.S.A. Club — quite a readership for one copy!

During further R.N. visits this year, the town of Otaki has played host to men from our ships.

## CHATHAM REUNION

Charming picture of H.M.S. Juno's quarterdeck officer, Lieut. Michael Parker, with his wife Margaret and seven-month-old son Nicholas, taken when the ship returned to Chatham to give leave after duty in the Mediterranean.

Pictures: Les Warr





## Guns thrill for sons as Tiger returns

On the way back from the Mediterranean, H.M.S. Tiger embarked 19 boys, sons of the ship's company, for passage from Plymouth to Portsmouth. After welcoming and photography, they were escorted to their messdecks to have real experience of life at sea.

During the second day on the ocean wave, Nicholas Pisani had a special thrill as the son of the gunnery officer, Lieut.-Cdr. P. L. Pisani. The Tiger's six-inch and three-inch armament opened fire on an aerial target.



Two-year-old Julie wasn't too sure about the camera when her mum took her to meet dad coming home in H.M.S. Tiger. LREM Payne was introduced by his wife Catherine to a new arrival in the family, six-week-old Emma, who was born on February 21 when the cruiser was in the Mediterranean.

LREM Payne has been in the ship a year, and maintains the radio transmitters.

...FOR  
FAMILIES

## Plea on houses

A definite national ruling on the allocation of council houses to people leaving H.M. Forces is urged by Mrs. Margaret Crouchen, of Yeovil, commenting on a reference in the May issue to the situation at Gosport.

Mrs. Crouchen says that her parents live in the Havant housing authority's area, and six years ago she completed a waiting-list form and was accepted.

"Recently I visited the housing office," she says, "to see how far we had progressed up the list — only to be told that we could not be considered until my husband had his discharge papers, and had obtained employment in the area."

"I explained that we were required to vacate our married quarter on the completion of my husband's engagement, and was told, 'We have several ex-Service families waiting to be re-housed, and they are remaining in their Service quarters.'"

According to Mrs. Crouchen, a friend has had a similar experience with an Essex authority.

"I want no favours," she adds, "only to be on an equal footing with civilian families, who after a six-year wait (and having three children) would probably have reached the top of the roster."

### Holbrook School

Opportunities are offered to the sons of naval families by the Royal Hospital School at Holbrook, near Ipswich — full details from the Director of Greenwich Hospital, 13, Devonshire Square, London, EC2M 4TQ.

# CHECK THE CHITS

"Why not join the cheque book Navy?," said a report in Navy News, and a wife promptly weighed in with a very crisp answer.

When she went to the bank at the beginning of April to draw house-keeping money, she found to her dismay that the account was overdrawn. Hasty investigation showed that no naval cheques had been paid in for February and March.

Luckily she had a deposit account (savings from her own job) and was able to keep the wolf from the door.

"My husband tells me not to worry," she says, "as all the money will eventually be paid in, but it IS worrying, especially when the husband (as in my case) is away at sea."

One must agree with the lady that such circumstances are indeed worrying, especially if there is no handy deposit account to fall back on.

But it shouldn't happen. The regulation quoted to Navy News (BR1950 article 3502d) says that when a man opts for bank payment, he must be informed what his monthly drawing rate will be, and he also has to be informed each month of the amount paid into the bank.

Certainly, all the people approached by Navy News received these monthly chits, but it is just possible that somewhere in the Service the arrangement has not been put into operation. Anyone not receiving monthly chits should speak to his supply officer.

### The moral

With such a moving population as the Navy, it is always possible for a slip-up with the payments to bank, but anyone not receiving his chit can immediately take steps to have the error rectified — AND at the same time warn his wife of the situation.

The letter from the same wife also complained that "we are still not sure how much we are getting," but as explained above, a man must be told his normal drawing rate, though there can be variations (for instance due to a

short month or a long one).

Inquiries at a bank indicated that while they were as sympathetic as possible to regular customers, interest would usually be charged for amounts overdrawn.

The moral for the Navy seems to be: check the cheque chits, and anyone whose pay goes astray should get a quick fork-out from the Service, and not rely upon an unlikely free loan from the bank.

Last word of encouragement. Of the thousands in the Navy now receiving their pay through the bank, only three "problems" have so far been reported to Navy News, which seems to suggest a big proportion of satisfied customers.

### 'Open' secret



"Daddy, who broke the ribbon?" asks Pippa, the 18-month-old daughter of Rear-Admiral S. L. McArdle, Flag Officer Spithead and Port Admiral, Portsmouth.

Pippa need not have worried. The ribbon was cut by Mrs. J. McCarthy at the opening of the Victory Museum shop in Portsmouth Dockyard.

Mrs. McCarthy — an American who has the distinction of the high British award, the C.B.E. — presented her collection of Nelson "memorabilia" to the Victory Museum two years ago, and it was fitting that she should be asked to open the shop.

Picture: PO Len Cobbett

## Navy News

No. 240 21st Year

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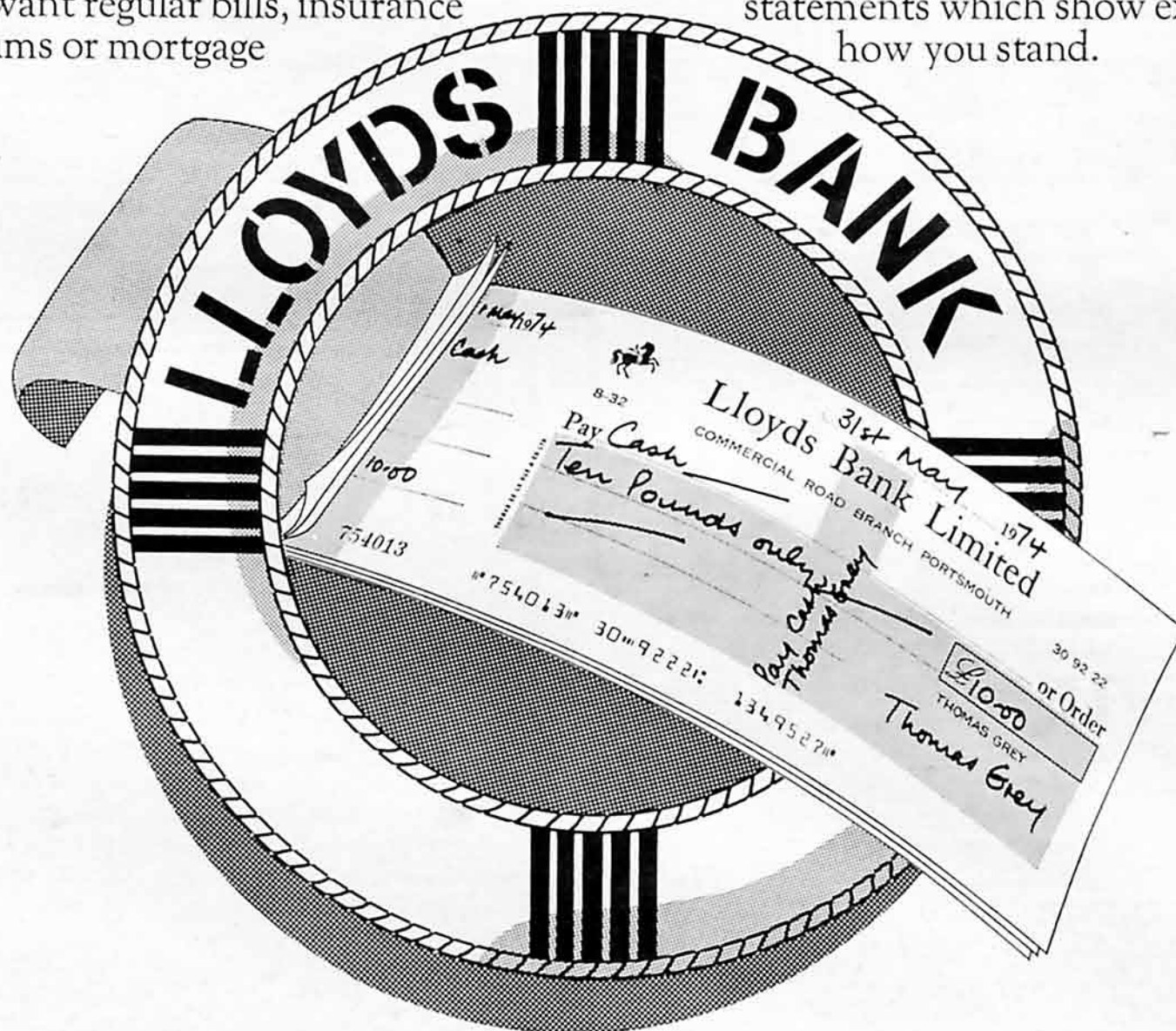
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A Royal Navy frigate attacks an "enemy" submarine.

# ANZUK 'AT WAR'

The arrival of the Royal Navy's eight-ship task group in the Far East gave the ANZUK Force an ideal opportunity to organize a four-day "war" — a five-power naval and air exercise.

Code-named Springboard, the exercise was staged off the east coast of the Malaysian Peninsula.

The R.N. representatives were the guided missile destroyer H.M.S. Fife and the Leander-class frigate H.M.S. Scylla, from the task group. They were joined by the ANZUK-attached destroyer Vendetta and the Oberon-class submarine Oxley, from Australia. The Royal Malaysian Navy produced six missile-armed patrol boats and the Singapore Maritime Command supplied three patrol craft.

Not to be left out of it, the New Zealanders sent up two Orion maritime reconnaissance aircraft. Other air activity consisted of two R.A.F. Nimrod maritime reconnaissance air-

craft; two Royal Navy target towing Canberra bombers, and strike aircraft from Australia, Malaysia and Singapore.

Exercise Springboard gave ships and aircraft excellent opportunities to be tested against a wide variety of threats from under, on and above the surface of the sea. In addition, the forces from Malaya and Singapore had a chance to test their ability to defend their own coastlines.

The exercise organizers in the ANZUK Navy operation centre did their best to confuse the issue by periodically making the ships change sides!

## DAWN ATTACK

In the week before the exercise, H.M.S. Scylla and H.M.A.S. Vendetta spent an entertaining 24 hours transporting more than 100 soldiers of the 3rd Battalion the Royal Green Jackets about 60 miles up the Malaysian coast where they were bundled into aluminium assault craft and sent off at dawn to "attack" Kerengga Bay.

The Scylla and the Vendetta were accompanied by H.M.S. Londonderry and R.F.A. Tidespring as part of a normal weapons training programme designed to be a run-up to Exercise Springboard.

During their stay on board, the soldiers watched an accurate display of aerial gunnery by the Scylla and saw Nimrod aircraft helping the ships to chase an "enemy" submarine — which eventually surfaced to identify itself as H.M.A.S. Oxley.

The Green Jackets were later

## Four days of action in the Far East

Ready for action. H.M.S. Londonderry crosses the Scylla's bows, with H.M.A.S. Vendetta in the distance.

treated to a display of 4.5in. guns in action against illuminated target buoys.

On the morning of the Kerengga landing most of the soldiers on deck were woken by the rain long before their five o'clock shake, but there were clearing skies and a rising sun to greet them when they reached dry land.

After the exercise the R.N. task group left Singapore waters and sailed for Australia.

## Tournament features

The Royal Navy's field gun competition and daring window ladder display are included in the exciting programme for the Royal Tournament, which is being held at Earls Court from July 10 to 27.

The grand finale features the premier performance of a new work by the composer Albert Elms based on the Battle of Trafalgar.

## Training scheme

With reference to the Navy News article in the May issue, explaining TOPS — the new national training scheme of special interest to Service people — some misunderstanding may have arisen through the statement "that courses are from one month to a year, to be completed post-release at Colleges of Further Education."

Approved courses may be obtained at many establishments other than colleges, and Navy News is informed that they do not have to be taken entirely post-release.

For those interested, the full details can be obtained from Naval Information and Resettlement Officers.

## Oh brother!

H.M.S. Fife scored "a double double" when she called at H.M.S. Tamar. Two members of her ship's company — Sub-Lieut. Ian Wilde and PO John Stannard — were reunited with their respective brothers, who are serving in Hong Kong.

Ian's brother is Lieut. Alan Wilde, who joined the Navy in 1953, three years before Ian. Their Service careers have followed almost identical paths: each started as an artificer apprentice at H.M.S. Fisgard, and both were promoted to officers in the Weapons and Electrical Engineering Branch.

PO Stannard's meeting with his brother, AB Joe Stannard, revived memories of a similar get-together in 1962. At the time John was serving in H.M.S. Dufon, based in Hong Kong, and Joe visited him when H.M.S. Alert called there.

## APPOINTMENTS

Vice-Admiral Sir Rae McKaig, United Kingdom Representative on the Military Committee in Permanent Session to the North Atlantic Treaty Organisation, was promoted admiral on May 13.

He took up his present appointment last August in the acting rank of admiral, and previously was Flag Officer Plymouth and Port Admiral Devonport.

Appointments recently announced include: Capt. L. E. Middleton, Apollo in command July 22 and as Capt. F2 in continuation.

Capt. D. J. Mackenzie, Ajax in command

## Brickwood contest

Eleven teams have entered for this year's Brickwood Field Gun competition, to be held at H.M.S. Collingwood on Monday June 17, starting at 5 p.m. Five trophies will be contested.

Volunteer Boy Cadets will also compete for a trophy.

## IN MEMORIAM

J. M. Anderson, POMEM. DO53147. H.M.S. Laymoor, April 7.  
A. E. Dodd, A/POCK. D932923. H.M.S. Lincoln, April 11.  
C. Gangan, J/Sea 1. D140742. H.M.S. Jupiter, May 8.

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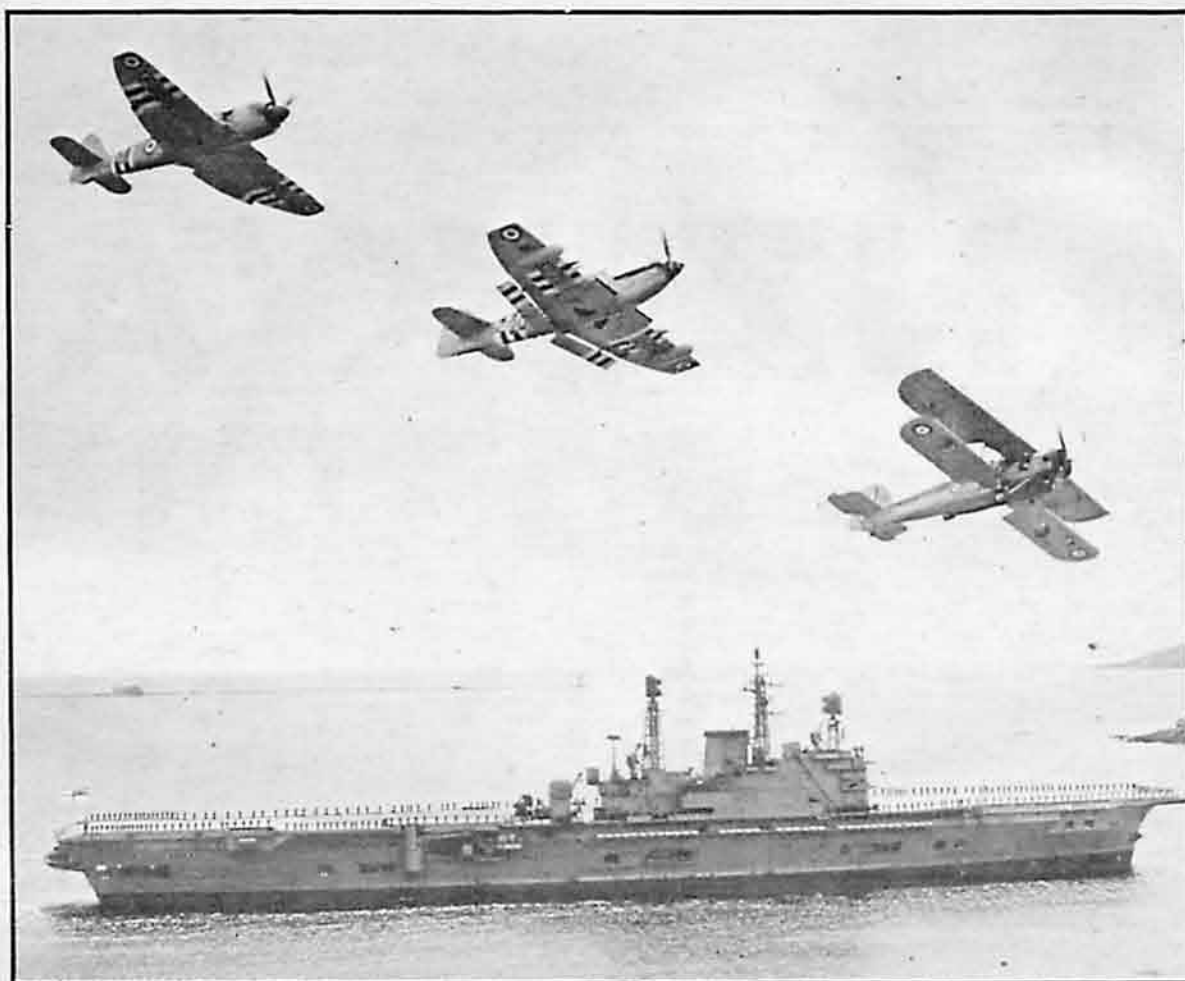
This dramatic series of H.M.S. Ark Royal pictures was taken as an old Buccaneer aircraft went to a watery grave. The loss of the aircraft was no accident: it took place during the shooting of a new flight safety film.

Picture 1, by LA(Phot) Peter Spry, shows the Buccaneer — worth about £300 as scrap — being pushed off the round-down, watched by members of the ship's company.

LA George Wicks took Picture 2, while the Ark Royal's landing safety officer (Lieut.-Cdr. Peter Sheppard) recorded the aircraft's fall from the flight deck.

LA Derek Bowden took Picture 3 at the moment the Buccaneer flopped into the water, before sinking in the Hurd Deep, the deepest part of the English Channel.

## ... AND UNDER



## Diamond Year fly-past for the Ark Royal

Three aircraft of the Fleet Air Arm Historic Aircraft Flight — a Sea Fury, Firefly and Swordfish — flew over the carrier H.M.S. Ark Royal as she entered Plymouth Sound on May 1.

The veteran aircraft, from R.N. air station Yeovilton, were making their first joint flight of 1974 — the Diamond Jubilee Year of naval aviation.

The Sea Fury, which saw distinguished service in Korea, was flown by Lieut.-Cdr. Keith Harris. Pilot of the Firefly was Cdr. John Rawlins, with Lieut.-Cdr. Jack Frost at the controls of the famous "Stringbag."

During the summer the Flight can be seen at various flying displays, including the National Historic Aircraft Rally at Yeovilton on June 15, at which more than 50 aircraft have been invited to fly.

Photo: PO D. Turner



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Appropriately named *Up Spirits*, a 22ft. deep sea fishing boat for which the "Tot Fund" made a grant of nearly £4,000 is providing plenty of fun and sport for the Royal Navy in Mauritius.

The financial assistance followed a request from the H.M.S. Mauritius Deep Sea Angling club to the Sailors' Fund Grants Committee and the boat was ordered last July and delivered fully equipped earlier this year.

With a beam of eight feet and an uncluttered interior, the fibreglass boat is very roomy for its length. The hull is of the "Deep Vee" design by Australian Ray Hunt and below water line the boat is double-hulled, the space between hulls being packed with polystyrene so making her almost unsinkable.

### Modern equipment

Power is by Volvo Penta inboard / outboard 115 h.p. petrol engine, giving a top speed of more than 25 m.p.h. An auxiliary 20 h.p. Johnson outboard is carried for emergency use. Fuel capacity is 24 gallons, giving a duration of eight hours.

## Up Spirits—in memory of the Tot

*Up Spirits* is fitted with much modern equipment, including an echo sounder, compass, two-way H.F. radio, two "fighting" chairs and outriggers. All this goes to make it an ideal boat for deep sea fishing for specimen like marlin, tuna, bonito and other game fish.

The boat was launched at Grand Bay Yacht Club by Mrs. Shirley Sheppard, wife of the chairman of the club, and a cake was cut by Mrs. Anne Few, wife of the commanding officer (Capt. R. W. G. Few).

Keeping the project running smoothly has been the club supervising officer, Lieut T. Skuse.

During the first trips a number of bonito were caught and, with the boat heavily booked for the future, it is proving a popular amenity.



Up Spirits under way in Mauritius.  
Photo: Farouk Hammajuddy

## GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

### Write for cash

Leading rates and below are eligible to enter the Hooper Essay Prize competition, for money awards of £25, £15, and £10. Subject: "The Navy in an era of energy shortage."

DCI (RN) T251

### Med. Techs.

Medical Technicians First Class are now to be promoted direct to Chief Medical Technician, without going through the stage of "acting."

DCI (RN) T 256

### 'Fleet' badges

Fleet chiefs and Wren fleet chiefs are affected by revised arrangements for the wear of badges and buttons, including the free issue of badges and wrist straps when required for wear with tropical uniform.

DCI (N) S 48

# BE READY TO VOTE

Political events of the last few months — and the possibilities for the future — must have perked up interest in voting rights, and all people in the Services should be aware of the special arrangements which exist to ensure that they (and sometimes their wives) have the right to share in the electoral procedure.

Every year, forms have to be filled in to become eligible for inclusion on the Annual Register of Electors.

The business of issuing forms in the Service is taken very seriously, because there is a legal obligation upon commanding officers to ensure that all personnel are given the fullest possible opportunity to get their names on the register.

Wives are involved when they accompany their husbands overseas.

Arrangements can be made for personnel and their wives, who may be overseas at the time of an election, to record their votes by the nomination of a proxy. In some cases voting may be done by post.

The important thing is to fill in the forms. They will probably be issued on the first pay day in July (June payment for officers). Full details are available to answer any queries.

DCI (RN) T213

### Sailing grades

Qualifications are laid down for the various grades of sailing proficiency required in all three Services by skippers and crews of yachts paid for and maintained out of public funds.

DCI (General) S40

### Sub. service

Because of recent changes in rating engagements, the "length of time left to serve" qualification for service in submarines has been amended.

DCI (RN) T 216

### Medal rules

In order to conform more closely with the practice of senior NCOs in the other Services, R.N. senior rates are to wear miniature medals on certain occasions when wear of mess jackets is approved, but miniature ribbons continue to be worn for mess functions attended only by R.N. personnel, and may continue to be worn on all occasions until December 31, 1974.

The wear of mess jackets remains optional.

DCI (RN) S 49

### STO vacancies

Personnel shortly to be released from the Service may be interested in vacancies for Specialist teleprinter operators (STOs) in the Ministry of Defence Communications Centre, Whitehall.

DCI (General) T62

## Minerva's trophy

H.M.S. *Minerva* flight's "outstandingly high state of aviation operational efficiency throughout 1973" has gained the Sopwith Pup Trophy for the year.

Commendations have gone to the close contenders — flights from H.M.S. *Devonshire*, H.M.S. *Fife*, H.M.S. *Rhyl*, H.M.S. *Scylla*, and H.M.S. *Falmouth*.

DCI (RN) T220

### Porton tests

Between £15 and £30 can be earned as extra pay during a fortnight's medical trials at the Chemical Defence Establishment at Porton, which exists to develop protection both for the Armed Forces and civilians.

It is stressed that there is no danger, and a volunteer can opt out of a test either before it begins, or while it is in progress.

DCI (General) S 38 I

### PO Writers

An added incentive to the Petty Officer Writers' Advancement Course is the possibility of gaining the Certificate in Supervisory Studies for Office Management of the National Examinations Board in Supervisory Studies.

The first certificates will be awarded to successful candidates on the course starting May 20, 1974. Earlier courses do not count.

DCI (RN) T 231

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawlerman, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

# KGFS

King George's Fund for Sailors  
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



## Fancy the birds?



"Well, I don't think they look a bit like us!"

Ever thought of keeping an eye on the birds?

After the usual throaty laughs have subsided, it might be remembered, seriously, that both at sea and ashore there are enthusiasts who find an abiding interest in the identification and habits of our feathered friends.

The Hon. Secretary of the Royal Naval Birdwatching Society is at 23 St David's Road, Southsea, Hants, PO5 1QH, to whom applications should be addressed.

DCI (RN) T254



**There's one thing it's best not to  
be at sea with...your money.**

Interested? Then send in this coupon for your free copy of 'A message to the Royal Navy and Royal Marines' to: The Communications Department, National Westminster Bank, 22 Old Broad Street, London EC2N 1DU.

A black and white geometric pattern featuring a repeating sequence of dark and light gray chevron shapes, creating a sense of depth and movement. The pattern consists of interlocking chevron-like forms that create a three-dimensional effect, with some shapes appearing to recede and others to advance. The overall composition is a horizontal band of these repeating geometric motifs.



# 'Strangers' on the Plymouth shore

The sight of a nuclear-powered submarine — like H.M.S. Courageous, pictured below arriving at Devonport for the first time — will become more common in Plymouth waters in future.

Work is now under way on special docking facilities which form part of the build-up of Plymouth as a submarine base.

Other construction work has transformed the Devonport skyline in recent weeks. Clearly visible in the picture of the Courageous are the six 175ft. concrete towers which are an essential part of the Frigate

House, incorporating three covered dry docks.

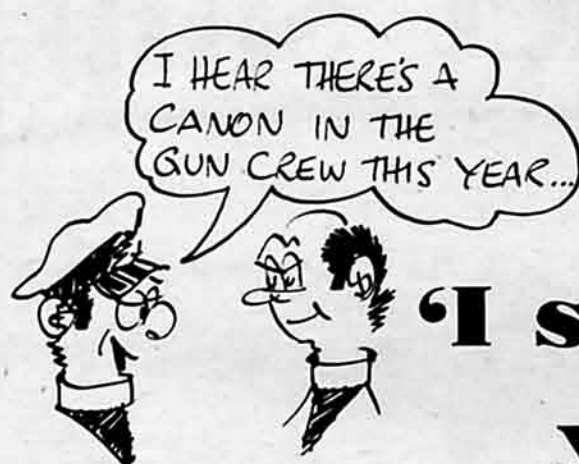
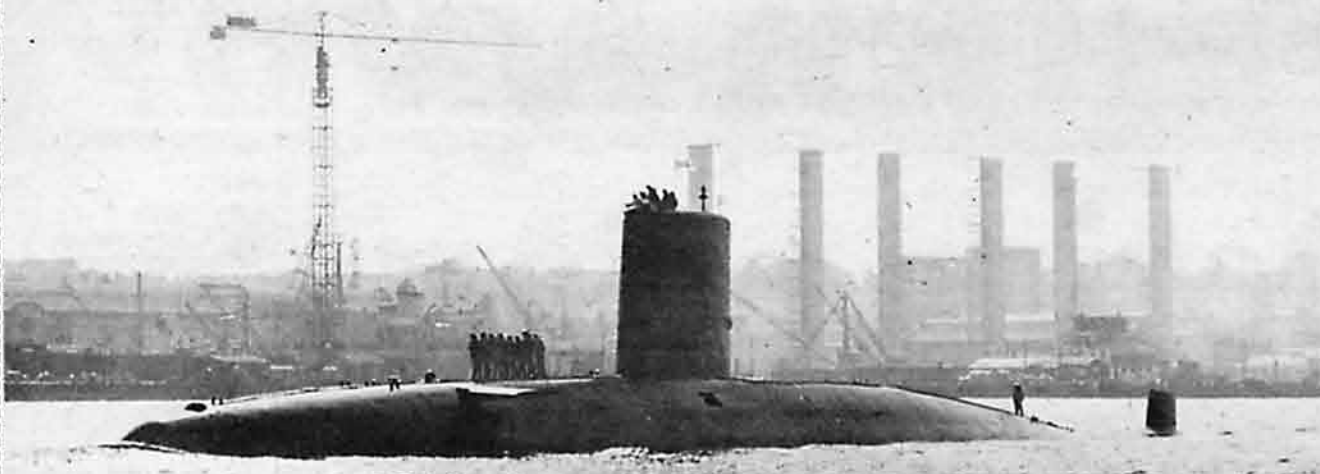
The £12m. scheme will replace three granite dry docks near the Tor Point Ferry landing stage.

The towers, which will support the huge leaf doors to the three new docks, were built by a continuous process at the rate of about

one foot per hour. The sixth tower was completed in just five-and-a-half days.

To lift the roof structures into place a 220ft. crane — also seen in the picture — has been specially designed and constructed. It is said to be one of the tallest cranes operating in the country.

Photo: PO D. Turner



**LAUGH NAVY**

**'I suppose you think that's punny'**

*Maison Tenny*  
**LADIES HAIRDRESSER**



"She used to be a Wren 'Air Mechanic."



"Got any surgical spirit?"



"Bach? I haven't been away, Jack!"



"I AM the oldest 'schoolie' in the world. I sailed before the maths!"

*Tan*





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BIRMINGHAM	£2.40	LONDON (H.M.S. Collingwood)	£1.20
COVENTRY	£2.05	LONDON (Portsmouth)	£1.20
WARWICK	£1.90	LONDON (H.M.S. Mercury)	£0.95
BANBURY	£1.70	LONDON (Gosport)	£1.30
OXFORD	£1.40		

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"I can't help feeling it was a mistake to give them a pay rise AND a make and mend!"

## NEWSVIEW

### Free post for all deserving?

Action to deal with falling standards of Service pay is of major importance, but related discussion on housing and separation is of particular interest to the Royal Navy.

The immediate pay reaction seems to be, "They couldn't give us much less . . . We didn't expect much more," which suggests a reasonable balance within existing frameworks, but once the size of the packet has been established, attention returns to the continuing problems of Armed Forces life.

However, the Pay Review Body have been doing some useful "fringe" spadework. They have heard allegations of the complexity and unfairness of the rules governing separation allowance, and have asked the Ministry of Defence to "examine them urgently" — a very welcome step for sailors who have wearied of trying to explain them to their wives.

#### HOUSE PRICES

Perhaps most important of all, the Review Body have focused attention on the effect of rising house prices on Service families. They expect to hear from the Ministry by the end of the year, proposals which should go towards easing the anxiety of people who see the chance of owning a house fading away for ever.

Nowadays, house ownership is a sacrificial financial exercise, but the required mobility of the Forces creates additional difficulties which should now be more fully recognised. Some scheme of self-help plus official concession is called for.

At the same time as the new Pay Code came concessions to improve the lot of men in Northern Ireland, and the ink had scarcely dried on the reports before a naval wife had written to this newspaper.

#### AWAY AT SEA

She was not, of course, against special consideration for men who have won the respect of all. She was merely asking if the suggested free post could be extended in the case of Royal Navy men "away at sea for seven months or more."

In fact, free post was only one of the things mentioned for Northern Ireland service. Others were free movement of cars, extra free travel warrants, free phone calls, free air travel for parents, and free "stay-with-mum" trips during the husband's absence.

Service in Northern Ireland means peril as well as separation, but the basic circumstances strike a familiar chord to mariners. Some interesting new principles appear to have been established.

# Design of new 'no magnet' ship

Ships are our business — especially new ships. It was therefore good to see a further significant step reached in the production of the new mine counter measures vessel when in the last week of March the "final design" document and drawings were signed by the Director General Ships and the Director of Warship Design. They have been submitted to the Admiralty Board for approval.

An artist's impression of the future MCMV and a photograph of HMS Wilton, a minehunter built of glass reinforced plastic are shown on this page. The Wilton, the first warship built of GRP, has now had about nine months' sea experience and regular monthly

By A. John Harris,  
M.Sc., C.Eng.,  
MRINA, MBIM, of the  
Ship Department,  
Bath.

(Reprinted from "Ship-  
shape," the Ship Depart-  
ment Magazine.)

reports have not identified any unknown features of GRP as a shipbuilding material.

The MCMV, which will also be made of GRP, will be a multi-role vessel. Prime role will be as a minesweeper / minehunter and secondary role as a patrol or fishery protection vessel. The multi-role concept gives more flexibility with the same hull and major components, though it does lead to a more complex ship arrangement and problems of integrating the design of the structure with the equipments and systems.

Contrary to popular opinion, the main problem of designing the MCMV is not its main structural material — GRP — but in the severe design disciplines required to control other features. Mines can be activated by many influences, including magnetism, pressure and noise, and it follows that a mine counter measures vessel ideally needs to be non-magnetic, quiet and light in displacement.

The non-magnetic requirement includes not only the hull — one of the reasons for using GRP — but also all machinery, equipment and items that form the total outfit of the vessel.



Mine counter measures vessel of the future — an artist's impression.

This requirement has meant extensive research, development and prototype work on many items.

The designers of the MCMV not only have to design the hull in a non-magnetic material but also the majority of machinery, electrical and weapon items. Add to this material problem the requirement for quietness in operation, put the whole package into a small vessel and it can then be appreciated that the designers are faced with a series of complex inter-related design problems.

It is for this reason that a full-scale wooden mock-up is being built to develop and plan the layouts and installation to a high level of confidence before being committed to detailed ship construction. A full-size shore test facility is also being constructed to prove the engineering design and layout of the marine engineering items.

### WILTON GOES TO WORK



H.M.S. Wilton, the Royal Navy's glass reinforced plastic minehunter now involved in the work of clearing the Suez Canal.

Weapons equipment for the MCMV are sited on the sweep deck aft and in the main operational spaces forward. Mine clearance operations by their very nature are dangerous tasks and the MCMV will be fitted with minehunting and minesweeping equipments that allow for flexibility in varying operational circumstances.

The ship will be provided with the most modern equipments, which include Sonar mine disposal system, ship control system, navigation system and communications fit, as well as the latest mechanical, acoustic and magnetic sweeps. The solution to problems of layout on the sweep deck has required construction of a full-scale mock-up of this vital area at Devonport.

The MCMV is a Ship / Weapons department "in-house" design which is being developed and detailed at Southampton by Vosper Thornycroft, who have been involved in this task for the past 18 months. A number of new areas of shipbuilder's involvement are being developed by close liaison between the Ministry's design and project staff and the shipbuilder.

The Ministry team is headed by a project manager (PMMS) with both Ship and Weapon Department duties. The team works mainly in A Block at Foxhill, Bath.

Interest in GRP construction and modern mine counter measures vessels has been shown by a number of nations and the project has, and will be, involved in liaison discussions with our allies, presentations to foreign navies, and discussions that may lead to overseas sales.

The MCMV, though a small ship, has a vital role and is a complex design and production problem with many challenges both to the design and management ability of the staff concerned in the Ministry.



## TYPE 21 COMMISSIONINGS



Princess Anne admires a mounted version of the commemorative cover produced to mark the Amazon's commissioning. With her is the commanding officer (Cdr. William Bingham).

When she visited the Ship Control Centre the Princess was pictured with LMEM Gordon Coombes, MEM1 Leslie Earp and LOEM Peter Brown.



# Amazon's royal send-off

First of the Royal Navy's new gas turbine Type 21 frigates, H.M.S. Amazon was commissioned in Southampton on May 11 in the presence of Princess Anne, who launched the ship at the Woolston yard of Vosper Thornycroft in 1971.

The smiling Princess, in a green coat with matching tasseled cap, flew in by helicopter, and at the Ocean Terminal was greeted by the commanding officer, Cdr. William Bingham, and the Chief of Staff to the Commander-in-Chief Fleet, Vice-Admiral J. E. Pope.

After the dedication service, Princess Anne cut the commissioning cake, assisted by the Amazon's youngest sailor, Junior Control Electrical Mechanic Simon Courtage. Later she toured the ship and met many of the complement.

As a memento of the occasion, Cdr. Bingham presented the Royal visitor with an antique silver and glass preserve jar.

At an earlier ceremony marking the formal handing over by the builders, Mr. J. Rix, managing-director

of Vosper Thornycroft, gave the ship a fine oil painting, and himself received a trophy.

The new frigate, after a further period of testing, will be based at Portsmouth for comprehensive first-of-class trials. Seven others are on order.

Armament consists of a Vickers 4.5in. Mk. I automatic gun, a quadruple Seacat missile launcher, and two 20mm. Oerlikon guns. She carries a Lynx anti-submarine helicopter.

## TIME FOR A TOT (AND A KISS)

A tot of rum and a kiss from a gorgeous girl — what more could any sailor ask? Certainly MEM2 Kevin (Jonah) Jones (left) and RO3 Charles Anderson looked well contented during a commissioning dance for H.M.S. Amazon held at Southampton's Guildhall.

The two sailors, together with the rest of the Amazon's ship's company, received tots all round, courtesy of Southampton City Council — which has decided to adopt the frigate — and United Rum Merchants Ltd., who had the keg specially made and provided the contents free.

The girls who happily agreed to hand round the ration of Lamb's Navy Rum were from the Ziegfeld Follies cabaret who took part in the evening's entertainment.



## Gillian on duty

Queen Elizabeth the Queen Mother chats to Wren Writer Gillian Marshall (19) after arrival at R.N. air station Yeovilton on the way to Taunton to open an Army museum.

The Royal visitor was greeted at Yeovilton by the Flag Officer Naval Air Command (Rear-Admiral P. M. Austin) and Mrs. Austin.

Photo: CPO Charles H. Thompson.



## Visit of Old Amazonians

Old Amazonians were among the guests at the commissioning of H.M.S. Amazon, and Mr. A. Gibbons, chief yeoman of signals in the Second World War vessel, made the journey from Fife.

"My wife and I had a splendid day," he wrote. "It was a magnificent effort for a small ship's company, and well worth

the long journey south. "It was a unique occasion to meet old shipmates of the war years."

## Green tug flies White Ensign

A green-painted ocean-going tug flying the White Ensign was an unusual sight sailing into the Clyde, and ship-lovers would have searched in vain for the name "Dan" among the Royal Navy's vessels.

The 160ft. Dan was bought from Sweden, and collected by a steaming party of 22 headed by Lieut.-Cdr. David Hall, gunnery officer of H.M.S. Antrim.

They flew from Heathrow on March 26, and next day held a commissioning ceremony to clear any legal niceties. After a brief seagoing "acquaint" trip with the vendors, the Dan sailed round the

top of the British Isles and into the Clyde, where she will be used, among other duties, as a safety ship for submarine trials.

There is a suggestion that the Dan may be renamed Wakeful, thus reviving a name which has very recently left the Navy List.

Lieut.-Cdr. Hall was the last first lieutenant of the last H.M.S. Wakeful.

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The Lord Crook Trophy, awarded to Navy News as the best internal newspaper.

Nothing can be more important than getting the money in. Mrs. Hilary Atkin, whose husband is serving in H.M.S. Charybdis, sends out the bills, gets in the money, and keeps a close eye on reluctant payers.

## Front office team

There is "pongo" influence here! Mrs. Veronica Tavener, wife of a warrant officer in the Royal Army Ordnance Corps attached to the Territorial Army Volunteer Reserve, Hilsea, is in charge of more than 4,000 subscribers who get their papers by post. Constant changes of address call for exceptional care and method. Veronica also handles the busy demand for Navy News warship postcards, and is seen here sending them off to ship-lovers all over the world.



The Business Manager, Lieut.-Cdr. Len Truscott, M.B.E., R.N. (ret) and his assistant, Mrs. Olive Moody, control the advertising, circulation, and distribution of the paper. Distribution, in particular, is a somewhat complex operation, and Len's problems in his world-wide "parish" involve a great deal of time with a phone against his ear. Navy News also has a London advertising agent, Mrs. Helene Beard, whose office is at 151, Fleet Street.

# YOUR AWARD-WINNING

In any industrial or commercial concern, the personalities and organization of the firm's newspaper would probably be well known to many of the employees. This is not possible for a publication serving a fighting force, and the Navy News award in the latest national competition seemed an appropriate opportunity to have an "open day" for our readership.

Perhaps the one question that most Service people would ask would be this: "What is the true extent of your freedom of action within the restricting limits of 'official' machinery?"

The answer forms the whole basis of the relationship between the paper, its readers, and the Management.

The Admiralty Board have not merely "accepted" editorial independence for Navy News, but have insisted that this must be the guiding principle for its operation.

Time and again, many questions of a sensitive nature are raised, and have to be answered, but the Editor and staff of Navy News have always been given the fullest co-operation in getting at the facts.

## BALANCE

The situation is, of course, "freedom with responsibility," and every effort is made to present a balanced picture which is fair to both sides.

Independent company newspapers are not unique nowadays, but they are sufficiently rare for the staffs to be envied by all the others working in less advanced areas.

Navy News is run in the form of a Trust, with a Management Committee headed by the Commodore of the Royal Naval Barracks, Portsmouth. The present Chairman is Commodore J. S. C. Lea. The permanent editorial staff are all journalists, without Service associations.

Having a very modern "blueprint" for operation is the foundation for a lively newspaper, but in the case of Navy News the elements for success are provided throughout its readership.

The staff are deeply conscious of the affection and regard for the paper.

From this enthusiasm comes an endless stream of articles, pictures, letters, grievances, praise, and ideas, reflecting

## The formula for success

the working and domestic life of the Royal Navy, and providing interesting and exciting material from which to fashion a paper.

The basic activity of creating ships for our defence, and operating them upon the high seas, arouses an interest far beyond the narrow limits of the Service itself.

Although the monthly sale of Navy News is 55,000 copies, the actual readership is vastly more than that, with single copies being handed on to as many as a dozen different people, from pensioner grandfathers to schoolboy sons.

The appearance of the paper gives the initial "bookstall" impact, forming another vital aspect of operation.

Navy News is fortunate to have "on the doorstep" one of the foremost plants in the country — at The News Centre, Hilsea — where the production contract has been placed for the past five years.

## QUALITY

Adoption of web-offset printing enabled The News Centre to offer full colour pictures and the capability for Navy News journalists to exploit their lay-out talents.

Web-offset printing makes for a particularly attractive product through the high quality of the photographic reproductions.

This article is but a brief outline of the organization, but the staff of Navy News hope that the few words will give some indication that any achievement is widely shared in the community which the paper is honoured to serve.



LEFT: Pic...  
vides one...  
tasks for...  
the Deput...  
was forme...  
News, Po...  
Evening C...  
with the...  
edited pu...



THE NEWSPAPER OF THE ROYAL NAVY

# Navy News

PUBLISHED MONTHLY

# WINNING PAPER



LEFT: Streaming out into a distribution system which sends papers to the other end of the world. Navy News is printed under contract at one of the foremost plants in the country — The News Centre, Hilsea, Portsmouth.

ABOVE: Typical of the thousands of Navy News readers . . . The staff are grateful for the many friendly messages they receive, and hope they may continue to deserve the regard and affection.

## PHOTO FEATURE BY L/A TOM BREUILLY



atures by the score . . . Selection pro- of the most interesting and absorbing he Editor, Mr. Bill Wilkinson (right) and y Editor, Mr. John Tucker. The Editor rly news editor and deputy editor of The rismouth. John was on the staff of the hronicle, Bath, and in public relations South-Western Gas Board, where he blications, before joining Navy News.



ABOVE LEFT: Editing, headlines, pictures, design . . . these are the absorbing tasks for the assistant editors. Mr. Derek Smart, formerly of The Andover Advertiser and The News, Portsmouth, has among his interests the cartoon content of the paper, including the work of the Navy News permanent contributor, "Smiles" (Lieut.-Cdr. Charles Miles, M.B.E., R.N., who is serving at H.M.S. Dryad).

ABOVE CENTRE: A wide knowledge of the Navy and its customs enables Lieut. Harry Berridge, M.B.E., R.N. (ret) to cope with an endless stream of readers' queries. Harry was editor or associate editor of Navy News until he retired at 65, but he still does a few hours a week in a rewarding task for which his experience makes him particularly fitted. Navy News has quite a useful reference library built up over the years



ABOVE RIGHT: Happy in his work? Well, the cheery smile seems to say so as assistant editor Mr. Chris Horrocks pounds his typewriter in knocking into newspaper form the contributions which pour into Navy News. Chris has worked in Fleet Street for the Daily Mail, and was also with The News, Portsmouth, before coming to Navy News. In his spare time he is a disc jockey for the local hospital radio.



## NEW ON THE BOOKSHELF

As Allied soldiers with their tanks and guns swarmed ashore on the beaches of Normandy 30 years ago, news broke upon an expectant world of the final blow which was to annihilate the Nazi grip on Europe.

The greatest invasion ever seen also produced one of the most incredible orders in military history.

Germany's top general, von Rundstedt, after hours of uncertainty among their leadership, passed on Supreme Command's directive to the local military boss, General Dollman, whose Seventh Army was struggling to defend Normandy.

The instruction was: "The beachhead there must be cleared up by not later than tonight!"

The Germans well realized that they were overstretched in trying to hold a coastal fortress from the top of Norway to the Spanish border, and had they known where the Allied landing was to take place, the power of their reaction would have produced a "butcher's bill" of staggering dimensions, with success very much in doubt.

But the element of surprise was the first major step towards the Allied victory.

Now that official documents have been released, Warren Tute, with co-editors John Costello and Terry Hughes, has produced a documentary, "D-Day," published by Sidgwick and Jackson (price £3.95), setting out the detail of the vast offensive.

Years of planning produced the Allied armada, and the inventive ingenuity which accompanied it owed much to the contribution of the "combined ops" leader, Admiral of the Fleet Earl Mountbatten.

# Incredible order on D-Day

The Allied forces had their share of disasters, which could easily have been fatal, but there was at least one good reason why they flayed into the enemy. According to a quotation in the book, "they would rather have torn the Nazi tanks apart with their hands, than get back in the

boats and be as sick as they were coming over!"

"D-Day" is liberally illustrated, with a large section as "a record in colour."

### Daring raid

Before the Allied invasion of 1944 there were commando raids on German-occupied France, the

first being a daring enterprise to gain knowledge of enemy radar.

"The Bruneval Raid," by George Millar, published by The Bodley Head (price £2.50), is more dramatic than any fiction, having taken place against a cloak-and-dagger background of

British and French intelligence work.

Outstanding among the scientific aids in the Second World War, radar research and development was of paramount importance to both sides, and when Britain got wind of a new German system, the Bruneval raid was mounted to snatch the secrets from the station located there.

A later attack, at Dieppe, was the foretaste of the real struggle to come, but Mountbatten dropped his visiting card at Bruneval, as the first announcement that changes were coming in the neighbourhood.



## WARSPITE'S 'ESCAPE'

H.M.S. Warspite (left), whose mighty guns played such an important part in the initial stages of the invasion of Europe, might well have gone to the bottom four years before. Yet no one on board knew a thing about it.

The latest volume in publisher Ian Allan's Sea Battles in Close-Up series is "Narvik — Battles in the Fjords," by Captain Peter Dickens (price £2.75), in which he claims that his research has revealed hitherto unpublished facts.

"For instance," he says, "the British discounted the submarine threat when sending the Warspite into narrow waters; yet while there she passed within striking distance of U-boats on 14 occasions, and was attacked four times without ever being aware of it."

Why did she survive? As the author comments (for both sides), "A lesson for all ages is to send fighting men into action with weapons that work."

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## Convoys — turning of the corner

"Sea battle" still brings to mind thoughts of Jutland, or the Pacific conflict against the Japanese in the Second World War, yet some of the most decisive in our history were not fought between fleets in the conventional sense.

Attacks on British shipping by the U-boats were highly successful in the early stages of the Second World War, and the eventual forming up of huge protective

convoys magnified both the importance of the target and the extent of the conflict.

The fact that the enemy "fleet" was seldom seen increased the drama as the U-boat wolf packs homed in for the "kill."

Then, as Britain was almost on its knees, there was a dramatic change in her fortunes.

Vice-Admiral Sir Peter Gretton

## Fifteen centuries of sea power

Fifteen centuries of British maritime history compressed into fewer than 400 pages represents a daunting task, but David Howarth achieves this in "Sovereign of the Seas — the Story of British Sea Power," published by Collins (price £3.95).

### IN BRIEF

"De Havilland Venom," monograph produced as a "labour of love" by Roger Lindsay and fellow enthusiasts, and including 20 line drawings and 60 photographs (many previously unpublished). Obtainable from Mr. Lindsay at 1, Chantry Close, Norton, Stockton-on-Tees, price 85p (U.K.).

"Ships Monthly" now relaunched as a major publication for all lovers of ships and the sea. Price 30p.

"A History of the Douglas Skyraider AEW 1," published by the British Aviation Research Group, a monograph produced with enthusiastic voluntary help and giving the complete histories of all the R.N. Skyraiders. Available at £1.40 (U.K.) from Mr. K. Davies, 6, Ryde Gardens, Yateley, nr. Camberley, Surrey.

To achieve his purpose the author has chosen the effective method of selecting voyages to illustrate each phase of his narrative, referring not only to the giants from King Alfred to Nelson, but also to the pirates, eccentrics, and the ordinary British seamen.

### Fiction tribute

If the insatiable appetite for tales of battle cannot be satisfied by this month's heavy output, the reader can always turn to fiction.

"Dust on the Sea," by Edward L. Beach, published by Hodder and Stoughton Ltd. (price £2.95), is based on American submariners during the later stages of the war against the Japanese.

Mr. Beach knows all about the real thing, and his book is in part a tribute to the men with whom he served.

He offers adventure, action, and complete authenticity.

## Aegean's 'little' war

Who remembers now the "little war" of 1943 in the islands of the Eastern Mediterranean, yet when the tide was beginning to turn against the Germans they lashed back and won the day.

Peter C. Smith and Edwin Walker in "War in the Aegean," published by William Kimber (£3.95) claim the first complete account of one of the least-known of the Second World War campaigns.

The islands of the Aegean were the key to the Eastern Mediterranean, and powerful Allied action there might have swayed neutral Turkey into the conflict against Hitler.

But Hitler also had his eyes on the islands. The disasters which followed had much of the familiar pattern of disagreement "at the top," and the new element of increasing domination of American influence in the conduct of operations.

Lack of air support was a vital factor in the Allied defeat, leading to this comment by the authors:

"Perhaps the need for aircraft carriers, even in the land-locked waters of the Mediterranean, is the foremost lesson to be drawn from this campaign."

## Exploring shipwrecks

"Choose yourself a shipwreck" seems an unlikely sort of offer, but certain to cause ears to prick up among the growing army of sub-aqua enthusiasts.

Leo Zanelli has produced "Unknown Shipwrecks Around Britain," an unusual book published by Kaye and Ward Ltd. (price £2.50), and lists fascinating possibilities for underwater exploration.

## High seas 'murder' of 45

Forty-five British sailors lost their lives and two destroyers were severely damaged in a post-war incident which aroused little public reaction.

For six years, similar tragedies had been the daily round of existence, and now that the lights were coming on again, possibly the war-weary minds could take no more.

Perhaps it is as well, therefore, that author Eric Leggett, in "The Corfu Incident" (Seeley Service and Company, price £3.75) should remind us of the fate of H.M.S. Saumarez and Volage — "a blatant act of murder on the high seas."

The International Court at The Hague found Albania guilty of responsibility for laying the mines, but no penny of the compensation has ever been paid.

Sun-seeking holiday-makers today may happen upon 12 white crosses in a Corfu cemetery, marking the graves of sailors — and a memorial to an inglorious affair.



# FRIGATE TRIO SAY 'SKOL'



Elements of the 6th Frigate Squadron — H.M. ships Apollo, Andromeda and Minerva (left to right in the picture) — enjoyed exceptional hospitality when they visited Karlskrona (Sweden) and Aarhus (Denmark).

The three ships sailed in company for Karlskrona, but mechanical problems forced the Minerva to turn for home to effect repairs at Chatham.

The Royal Swedish Navy's enormous effort at Karlskrona included a visit to the famed ABU fishing tackle factory, while the ship's flight personnel went to a Swedish Royal Air Force fighter base to inspect a Saab Draken aircraft, and watch a demonstration scramble and fly-past.

As a "thank you" for the interesting programme which had been laid on, senior officers

and the Lady Governor of the Province were taken to sea. About 25 passengers were embarked, including representatives of the local Press, and they watched demonstrations from the bridge, before being taken off by a Swedish fast patrol boat.

Before their arrival at Aarhus next morning, the Apollo and the Andromeda were rejoined by

the Minerva and the three ships entered harbour together.

Again an extensive programme of tours, sports and visits was laid on for the ships' companies. Floodlit rugby aroused much interest — the game has only recently been introduced into Denmark — and resulted in a resounding victory for the Squadron.

# Navy joins oil rush

The Royal Navy has joined the great oil rush.

Two ocean survey ships, H.M.S. Hecate and H.M.S. Hecla, have been detached to the opposite ends of the U.K. continental shelf — the Hecate to the Western Approaches and the Hecla to the Shetlands area — to begin a search for vital energy reserves under the sea.

The plan to carry out a comprehensive and systematic survey of virtually the whole of the continental shelf was set up about 18 months ago by the Institute of Geological Sciences and the Department of Trade and Industry, as it was then.

It was planned as a 12-year project, but the pace of competition has increased to such an

extent that the Government urgently needs a general picture of the continental shelf, with an indication of the areas which are likely to produce oil and gas.

The Royal Navy has been called in to do the field work at sea and it is hoped that the Hydrographic Department will produce the necessary results in four years instead of 12.

It is possible that the latest ocean survey ship H.M.S. Herald will join the Hecate and the Hydra in the task.

IGS geologists working in the Navy's survey ships will help in the interpretation of seismic records from special instruments supplied by the Institute. In exchange, skilled professional staff from the R.N. Hydrographic Department are on loan to the Institute to help in the considerable analytical task which the survey will generate.

Meanwhile the Navy's cartographers are switching some of their attention to the compilation of special geological and geophysical maps of the seabed.

"This major effort is an important extension of the Navy's traditional role in support of seaborne trade and the national economy," said the Hydrographer of the Navy, Rear-Admiral G. P. D. Hall, in a letter to The Times.

## Broadcasts

The Hydrographic Department, based at Taunton, was formed in 1795 to reduce the number of warships lost as a result of inadequate charts — which was as great as the number of ships lost by enemy action.

The department is responsible for the production of charts, tide tables, lists of lights, pilots and other publications. It also corrects existing charts, and broadcasts navigational warnings to all ships.

Research for all these publications is largely undertaken by the surveying fleet. Ocean and coastal vessels, the most advanced of their types, visit all parts of the world to collect hydrographic, oceanographic, and geophysical data.

## Collecting the rent

During H.M.S. Brighton's ten-day visit to Bermuda in April, the ship's most important duty was to convey the Governor, Sir Edwin Leather, from Hamilton Harbour to the small town of St George, 24 miles away — to collect a single peppercorn!

The ceremony dates back to 1816, when an agreement between the State House and the Corporation of St George fixed the annual rent at one peppercorn.

In accordance with tradition, the Brighton was set the task of delivering the Governor by sea — and at 1100 prompt. The timing was critical, as the waters between Hamilton and St George are most hazardous, with shallows and reefs.

All went well and the ship passed through the 150ft. gap into the harbour and the Governor stepped ashore precisely on time. The ship provided the Guard of Honour (picture), which was joined by the Bermuda Regiment Guard and Band.

The Brighton also provided a guard for a display of parade drill at the Bermuda Agricultural Show, at which the ship's helicopter was on static display; the chefs competed in the cookery competition and a jacksay was rigged as a working display.

After leaving St George the Brighton was replenished at sea by R.F.A. Stromness and then returned to H.M.S. Malabar to spend three days alongside at Ireland Island.



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## RADIO ELECTRICAL OFFICER:

**Rank:**  
Naval Sub-Lieutenant

**Qualifications & Experience:**  
Preference given to ex-Naval Chief Radio Electronic Artificer or Special Duties List Officer of the 'R' specialization.

Must have detailed knowledge of the functioning, operation and maintenance of Radar equipments, their aerials and displays, HF and UHF wireless equipment and their remote control facilities, Navigational aids, Testing and tuning and alignment equipment.

Must have a general knowledge of High and Low power distribution, Electrical Machinery, Weapon Equipments. Depth meters and repeats, log units and repeats, Echo Sounders.

Must know how to organize and control a modern electronic workshop.

### Salary:

Approximate monthly salary and allowances will be UAE Dirhams 2,900/-. (9.5 Dirhams = approx. £1.)

Vacancy required to be filled in September, 1974.

## WEAPONS ELECTRICAL OFFICER:

**Rank:**  
Naval Sub-Lieutenant  
**Qualifications & Experience:**  
Preference given to ex-Naval Chief Ordnance Artificer or a Special Duties List Officer who has been cross-trained.

Must have a detailed knowledge of the functioning, operation and maintenance of powered gun-mountings, Gyro gun sights, Gun and breech mechanisms, Automatic feed systems, GPMGs & LMGs & SMGs, Small Arms.

Must be competent to establish and control a gun-mounting and fitting Tuning Group, and organize and control a gun-mounting and fitting workshop.

Must have a general knowledge of Internal communications, Operator controls of communicators equipment and radar installations, High and Low power distribution, Electrical machinery.

Must be competent to instruct Craft Officers in correct use and limitations of weapon - Electrical installations and equipments.

**Salary:**  
Approximate monthly salary and allowances will be UAE Dirhams 2,900/-.  
Vacancy required to be filled in December, 1974.

## SHIPWRIGHT OFFICER:

**Rank:**  
Naval Sub-Lieutenant

**Qualifications & Experience:**  
Preference will be given to Ex-Naval Chief Shipwright or a Special Duties List Shipwright Officer.

Must have detailed knowledge of the functioning, operation and maintenance of Heavy and Light plate work including aluminium, Gas and Electric welding, Coppersmithing and Plumbing, Rivetting and Caulking, Repairs to hull structures and fittings, Repairs to GRP vessels, Repairs to inflatable rubber craft, woodwork including boat repairs, slipping and docking of small ships, craft and boats.

Must have sound knowledge of fire fighting, ship damage control and safety precautions.

Must be competent to organize and control a shipwright workshop and establish and operate a planned maintenance system.

### Salary:

Approximate monthly salary and allowances will be UAE Dirhams 2,900/-.

Vacancy required to be filled in December, 1974.

## SEAMAN OFFICERS:

**Ranks:**  
One Naval Lieutenant  
One Naval Sub-Lieutenant

### Qualifications & Experience:

The Lieutenant must be competent to hold the post of Commanding Officer or First Lieutenant of a Patrol Craft. Must have been a Seaman Officer (General List) with a minimum of five years experience as an Officer. Must hold a bridge watch keeping certificate. Maximum age 30 years.

The Sub-Lieutenant must have been a Seaman Officer (General List). Must hold a bridge watch keeping certificate. Maximum age 30 years.

### Salary:

Approximate monthly salary and allowances will be:

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(b) Sub-Lieutenant - UAE Dirhams 2,900/-

Interested applicants should send their full personal details and full details of their qualifications, experience and personal photograph to: 'A' BRANCH, GENERAL HEADQUARTERS, ABU DHABI DEFENCE FORCES, P.O. BOX 907, ABU DHABI/ UNITED ARAB EMIRATES, ARABIAN GULF. They should enclose copies of any relevant certificates and also a recent medical certificate certifying their health. Terms and conditions of service and full details of salaries and allowances will be sent to selected applicants.



## DIARY PAGE

### Tony's turn at the wheel

It's now rare for a large sailing ship to visit Chatham naval base, so the 300-ton schooner Sir Winston Churchill was a welcome sight when she arrived to spend a week-end in the port after two weeks at sea.

Owned by the Sail Training Association, the schooner had just completed a cruise taking in Ostend, St. Malo and Alderney, with a crew of young men aged between 16 and 21.

At least one man on board was sailing into his home port when the Sir Winston Churchill berthed. He was MEA1 Tony Smith, of Whitstable, who is serving with the Fleet Maintenance Unit at Chatham.

At a reception held on board, the three-masted top sail schooner was presented with the mounted badge of her namesake in the Royal Navy — the Fleet submarine H.M.S. Churchill, at present refitting in the nuclear complex at Chatham. The badge was handed over by Lieut.-Cdr. Guy Hornett, winner of the handicap prize in the 1972 trans-Atlantic yacht race.



Pictures: PO Les Warr.

# Sail ahoy!

## SIGNING OFF



During his spell with the Royal Navy's Mobile Radiographic Unit, based at H.M.S. Daedalus, Chief Medical Technician (Radiographer) James Griffiths has supervised the taking of thousands of X-rays.

"Now it's your turn, Chief!" was the cry from the rest of his team when 55-year-old Jim stepped up to have his own X-ray taken before leaving the Navy.

Jim's wife, Constance, will also be saying farewell to the Service soon. She is a Fleet Chief Wren at H.M.S. Dauntless, the W.R.N.S. Basic Training Centre, near Reading, and is due to retire this month.

## He's an even earlier riser ...

Last month's story about the "Early riser" (Lieut Richard Alberty, who rose from leading seaman to lieutenant in three years and one day) brought Lieut. David Jeffree to the Navy News office with news of his even more meteoric rise through the ranks.

He went from leading seaman to lieutenant in just two years and eight months, having earned eight months' seniority for two first-class passes, one as a cadet and one as a midshipman.

Three years after joining the Navy, LS Jeffree went to Dartmouth as a cadet. In May, 1972, after two terms at the college, he joined H.M.S. Grenville as a midshipman, and later served in H.M.S. Jaguar.

He was promoted sub-lieutenant on May 1, 1973, and rejoined the Grenville, becoming a lieutenant on May 1 this year. His next appointment is as first lieutenant of H.M.S. Sabre.

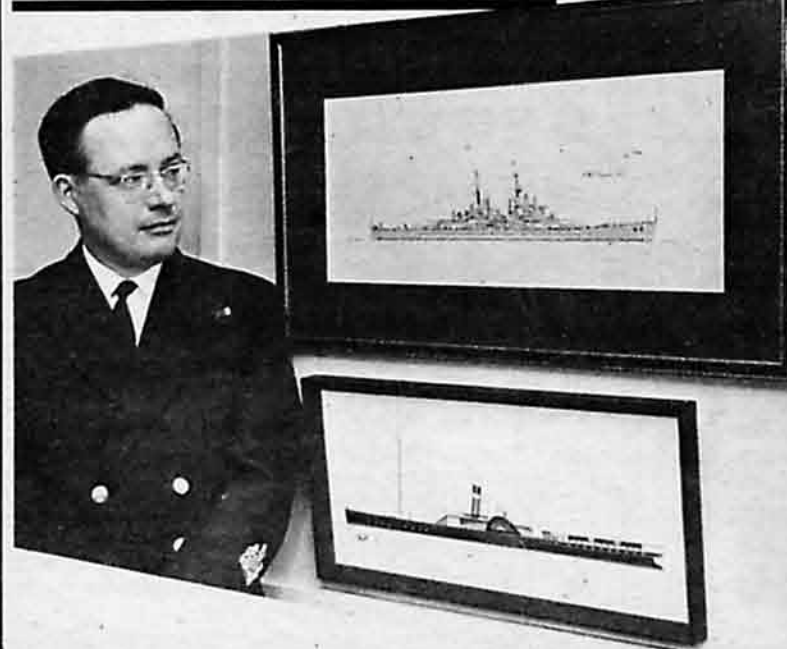
## CALLING ARETHUSA OLD BOYS

Arethusa — the floating school of the Shaftesbury Homes, and the last of a line of sailing vessels which the Society has maintained for 108 years — is to close on July 23.

Saturday July 20 will be "Shaftesbury Day," when Old Boys will be among the guests on board. The Society hopes that

the number of Old Boys will justify a special supper party that evening for them and retired members of the ship's staff.

Anyone attracted by this idea of a reunion with old comrades and teachers should contact the Captain Headmaster at Arethusa, Lower Upnor, Rochester.



## 'All my own work'

Alongside a couple of his precision-drawn water colours of ships is FCREL John Southall, whose exhibition opened at the Farcham Gallery, West Street, early in May.

Among ships featured were H.M.S. Bristol, which Fleet Chief Southall has just joined from H.M.S. Collingwood, and H.M. ships Vanguard (top in picture), Devonshire, Cavalier, Belfast and the minelayer Ariadne. The exhibition includes a Clyde paddle steamer (bottom in picture) and an old Gosport ferry.

Now it is hoped to print Fleet Chief Southall's coloured engineering-type illustrations in a limited edition.

Another facet of his interest in art and engineering was portrayed in an item which he recorded for showing on the B.B.C. South television programme "Pure Invention" at the end of May. This featured a system, which he is patenting, for the simple drawing of complex objects — such as ships and engines — from templates.

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# 'Heroes' get together at Chatham



"Heroes" both: The Leander-class frigates H.M.S. Juno (foreground) and H.M.S. Phoebe, which will share the starring role in the new Warship series starting on B.B.C. television in the autumn, are pictured together in Chatham naval base.

Filming for the 13 new episodes is taking place during spring and summer.

Photo: J. B. Sanders

## New seaboat for frigates

Joining the Royal Navy is a replacement for the whaler seaboat familiar to generations of sailors. Two versions are being fitted in frigates as "packages" and if results continue to be successful the new boat may well become the standard rescue seaboat for H.M. ships.

For several years the Department of the Director of Naval Equipment has been investigating the whaler seaboat's replacement, and initial sea trials were made on two 16-ft. boats built as a dockyard-R.N.L.I. Cowes experiment.

Then came a 21-ft. version, designed by the R.N.L.I. and built at Osbornes of Littlehampton, followed by a Mark II version, completed at R.N.L.I. Cowes. Powered by twin 50 h.p. outboards giving a speed of 29 knots, this boat — the Atlantic 21 — is similar to inshore lifeboats based at several stations in Britain. Known as a rigid inflatable, it has a glass reinforced plastic hull, with inflatable top.

It is being fitted in H.M.S. Plymouth during her forthcoming refit as part of a package consisting of hydraulic single-lift crane and boat, and which shows substantial savings in costs over the whaler. A similar package using

the Navy's first 21-footer is being fitted in H.M.S. Mermaid.

The Atlantic 21 is part of a "new look" ships boats programme, which currently includes trials on a fast G.R.P. cathedral-hulled boat to replace the motor cutter.

*She's new and lively*

A feature of the Atlantic 21 is a roll bar at the after end of the hull. Should the boat turn over in shoal water or among rocks, the bar would protect the crew from being crushed beneath the boat. It also carries a deflated buoyancy bag which, in the event of a capsize, the crew can inflate by pulling a cord so that the boat quickly rights herself.

Seen bringing the Navy's new Atlantic 21 into Portsmouth from Cowes are Capt. I.S.S. Mackay (Director of Naval Equipment) and Cdr. A. P. Harris, of D.N.E. staff, at the wheel.

Photo: LA John Sinclair



## Sailors 'train' for big climb

H.M.S. Bacchante returned to Portsmouth on May 12 after a seven-month deployment in the West Indies and South America.

One of the most memorable events of the trip was recalled by Leading Writer W. Henderson, who with 17 others from the Bacchante, H.M.S. Fife and R.F.A. Tidepool, enjoyed a week-end in the mountains of Peru.

When the three ships docked at Callao, the port of Peru's capital, Lima, the many sports fixtures and tours available were most welcome after the long passage from Bermuda, via the Panama Canal.

The week-end trip to Huancayo, in the Andes, was arranged by the British Embassy staff, and involved a ten-hour train journey.

From the railway the visitors sampled the beautiful scenery and also saw something of the gold, silver and copper mines which provide a large part of Peru's wealth.

The air became thinner as the train climbed into the mountains and even before it reached the station at Matashio, the jour-

ney's highest point at 15,681ft. above sea level, some of the lowlanders were glad of a breath or two of oxygen, thoughtfully provided by the rail company.

At Huancayo the "explorers" visited the open market and loaded themselves up with a variety of high-quality goods, mainly of leather or llama wool.

The return journey was along the same single track, but the scenery was just as breathtaking on the way down.

"Our week-end gave us a chance to see how people who live a primitive, hard life can be happy and content with the little they have," said LW Henderson.

## 'Save the Chevrons'

London's Chevrons Club, the only club of its kind in the world catering exclusively for senior non-commissioned officers of all three Services, may have to close if it is not more actively supported.

The Club, in Dorset Square, N.W.1, is near four main line stations and provides high-standard sleeping accommodation, married quarters, bars, a restaurant and public rooms at reasonable prices. Mess membership at advantageous terms has been offered to all CPOs' and POs' messes and their equivalents in the Army and R.A.F.

Said the Club chairman, Mr. Edward Terrell: "In these times of inflation it is becoming increasingly difficult for charities of this kind to make ends meet. Without more active support we may be forced to close."

## THIRD FILM ROLE FOR ARGONAUT

Apart from H.M.S. Phoebe in the television "Warship" series, H.M.S. Argonaut must be the most widely-filmed Leander frigate. She has just been given the "star" celluloid treatment for the third time in a year.

Before leaving Singapore for Australia with the rest of the Far East deployment group — H.M. ships Fife, Scylla, Danae, Ariadne and Londonderry and R.F.A.s Tidespring and Tarbatness — the call went out for the Argonaut to take part in a training film featuring replenishment at sea.

Four long days were spent with the Tarbatness shooting the film.

The Argonaut's first film venture was a 60-second TV commercial for recruiting made with two fast training boats off Dartmouth in June 1973 — a film most of the frigate's company have yet

A sketch of the cruiser H.M.S. Argonaut has been presented to the present frigate's wardroom by Mr. Herbert McWilliams, an architect who served in the Royal Navy during the Second World War as a naval war artist.

to see because it was saved for the Christmas-New Year 1974 season.

The next call to the screen came in October when Rank Ltd. spent a week on board shooting a training film about artificers.

As part of the group deployment tour of Australia and New Zealand, the Argonaut made a five-day solo visit to the North Queensland sugar cane exporting town of Cairns. The ship took part in a full range of sporting fixtures and bush expeditions and during one afternoon entertained a party from a school for mentally handicapped children.

## CHARITY CHEQUES

Hundreds of pounds have gone to charities in another month of fund-raising by men of the Royal Navy.

H.M.S. Bacchante's return to Portsmouth after a seven-month deployment in the Caribbean was marked by the presentation of a cheque for £1,000 (the equivalent of £4 a head of the ship's company) to the Association for Spina Bifida and Hydrocephalus.

Lucky entrant in one of the ship's competitions was PO John Oakley, who won a car.

★

Aboard H.M.S. Blake on the way home from Norfolk (Virginia), petty officers held a marathon darts contest from which the sponsors contributed £237 to the Gosport Leukaemia Research Fund. The Fund gained another £200 when the ship's group, "Pigeon-toed Orange Peel," had a pop marathon at Rowner, plus £40 produced by Mrs. Paula Burchell and Mrs. Lyn Albon who danced for 24 hours.

Sailors from H.M.S. Revenge stepped out for charity in a walk through the streets of Rosyth and Dunfermline, collecting for the Therapeutic Swimming Pool Fund for Lynebank Hospital.

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# ADMIRAL BRIGGS WELCOMES THE ATHABASKANS

The president of the Royal Naval Association, Rear-Admiral T. V. Briggs, visited H.M.S. Belfast on April 24 to welcome the president of the Royal Canadian Naval Association, who arrived in London with the Athabaskan Association's 30th anniversary commemorative trip.

Admiral Briggs was also pleased to welcome M. Emile Beaudoin (president) and members of the Athabaskan Association, who were entertained by the Belfast Mess.

He sent this radio telegram to H.M.C.S. Athabaskan (GO7's successor): "The Royal Naval Association send their best wishes to GO7 Athabaskan Association and honour the memory of all those shipmates who perished in the first H.M.C.S. Athabaskan 30 years ago — Briggs, President."

The Athabaskan group visited Windsor Castle, Hampton Court and Stonehenge, before spending two days in Plymouth. They crossed the English Channel in H.M.C.S. Athabaskan, holding a commemorative service in the area in which GO7 was sunk.

Several days were spent in Brittany, sight-seeing and visiting the various cemeteries where GO7 Athabaskan sailors were buried in 1944. At Plouescat, where there are 59 graves, they attended the inauguration of "Athabaskan Street."

The remainder of their tour took in trips to Paris, Frankfurt, a Rhine cruise and Orleans, returning to Montreal on May 10.

Ex-CPO Francis "Doc" Savage and his wife did not return to Canada with the Athabaskan party. While Mrs. Savage visited her parents in Nottingham, "Doc" was piped aboard at the Nottingham branch of the R.N.A., where he presented the club with a photograph and ship's badge donated by the commanding officer of the present Athabaskan.

The gifts were received by Shipmate Bernard Hastings, founder

member and now president of the branch. Also present was Shipmate Don Crabtree (national chairman) and members of the Nottingham branch of the Submarine Old Comrades' Association.

"Doc," a Canadian by birth, trained as a boy seaman at H.M.S. Ganges and served in H.M. ships Revenge, Nelson and Berwick before transferring to the Royal Canadian Navy in 1942.

# KIRKBY'S BIG DAY



## No. 8 AREA 3rd Annual Standard Bearers' Competition

Town Hall, West Bromwich  
Sunday, October 6th, 1974  
**OPEN AREA & NOVICE EVENTS**  
Parade and March Past on completion.  
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Rear-Admiral T. V. Briggs, President of the Royal Naval Association, is welcomed to Kirkby by Shipmate D. A. E. Grenfell (branch chairman). Kirkby officers and members were joined for this picture by the Association's general secretary, Lieut.-Cdr. Leslie Maskell, and his personal assistant, Mrs. Elizabeth Tatum.

## Southend

For their first outing since the branch's reorganization, members visited H.M.S. Belfast in London. They spent five hours on board, above and below decks, and enjoyed a chicken and chips buffet in the bar.

## Chelmsford

There was a surprise for Shipmate Tim Cole, a vice-president, when he arrived at the annual dinner and dance at the Old Chelmsfordians' Club: he was announced as the guest of honour!

This break with tradition was to thank Shipmate Cole for all he has done for the branch in the 21 years he has been a member. Other guests included Mrs. Cole; CPO Hammond, from H.M.S. Ganges; and representatives from the Submarine Old Comrades Association, the R.A.F. Association, BLESMA, and Burma Star Association.

Shipmate Cole proposed the toast to the Royal Naval Association and the toast to the guests was proposed by Shipmate J. McBurney, with the reply by Shipmate Chas Claxton of the Braintree branch.

## Newton Abbot

A work of art in red, white and blue paper earned first prize for young Julie Cowell in Newton Abbot's Easter Bonnet competition.

Julie's hat, with the branch's name and badge worked on the brim and the Union Flag on the crown, was made by her parents, June and George Cowell.

After the judging Julie presented the hat to branch chairman Shipmate O. Bourne, who found it a place of honour above the bar.

Other prize winners included Mrs. Rose Budd, one of the 44 visitors from the Battersea branch. Battersea's chairman, Shipmate T. White, thanked Newton Abbot for a wonderful evening and suggested that the visit should become an annual event.

## Redcar

Fancy bonnets were also on the minds of shipmates at Redcar, where first prize went to Mrs. M. Callaghan. Mrs. J. Emmerson (junior) was second, with Mrs. Emmerson (senior) and Mrs. A. Little joint third.

Even the excitement of the F.A. Cup final and the triumphal return of the Liverpool team could not overshadow another important Merseyside event on Saturday, May 4 — the opening of Kirkby's new Royal Naval Association club.

The opening of the £50,000 club, which boasts at least 1,000 members, was timed to coincide with the Battle of the Atlantic celebrations and attracted R.N.A. members from all parts of No. 10 Area, from Blaenau Ffestiniog to Maryport and from Oldham to the Isle of Man.

Rear-Admiral T. V. Briggs, national president, performed the opening ceremony by unveiling a commemorative plaque.

Earlier in the day Admiral Briggs, assisted by the commanding officer of the Kirkby Sea Cadets (Lieut. T. Robinson, S.C.C.) judged the Area standard bearers' competition. The winner was Shipmate Gunning (Wallasey) as runner-up, and the cup was presented at the Area quarterly conference.

The conference was attended by the general secretary, Lieut.-Cdr. Leslie H. Maskell, and Mrs. Elizabeth Tatum, from R.N.A. headquarters.

## 'HELP H.Q.' PLAN IN No. 6 AREA

Shipmates, ladies and friends in No. 6 Area are contributing to a special fund to assist the overworked staff of the R.N.A.'s London headquarters by providing some modern equipment.

The first item purchased from the fund was a Grundig portable memo tape recorder, which was handed over by the Area chairman, Shipmate E. W. Smith.

The fund was the idea of No. 6 Area's National Council member, Shipmate Douglas Gough. It benefits from various cash-raising schemes; from the sale of plaques; from branch donations, and the profits of Area dinners.

It is suggested that if this idea was adopted by all branches it could streamline central office and possibly keep down subscriptions in the future.

A telegram from the Queen, as Patron of the Royal Naval Association, was one of the many messages of congratulations read at a dinner at which the Kirkby branch entertained the R.N.A. president and general secretary.

On Sunday the headquarters party joined Kirkby shipmates at the Battle of the Atlantic service in the Anglican Cathedral, Liverpool, returning to Kirkby for the parade to St Chad's Church.

The 26 standards on parade were led by the National standard and more than 400 shipmates marched behind the splendid Fleetwood Cadet Band. The service at St Chad's was conducted by the vicar, the Rev. Geoffrey Hirst; the new Area standard was dedicated by the rector of Kirkby, the Rev. John Waine. Admiral Briggs read the lesson and the

## BRANCH NEWS

### Bridlington

Although there are to be no official meetings in June, July or August, anyone visiting Bridlington will undoubtedly find some shipmates in the Black Lion on the first Thursdays of those months. A telephone call to the chairman (Bridlington 6689) or the secretary (3996) will ensure a warm welcome.

A social committee has been formed to prepare the winter programme and organize future social events.

### Hersham & Walton

The secretary, Shipmate Phyllis R. J. Taylor, is pleased to announce that this branch is back in business! Members have enjoyed a social evening with R.N. personnel from a local R.A.F. station, and a successful dance with friends from Purley and Newgate R.M.A.

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sermon was by the Rev. R. A. Evans, R.N.R., chaplain superintendent of the Mersey Mission to Seamen, and president of the Kirkby branch, R.N.A.

For the return parade the marchers were led by the Band of the Royal Marines, Plymouth Division, and the salute was taken by Admiral Briggs and the Mayor of Knowsley.

### ANDROMEDA CAKE

Saturday, May 4, was a great day for the Royal Navy, past and present, in Liverpool. The Flag Officer Plymouth, Vice-Admiral A. M. Power, and Mrs. Walker (widow of Captain Johnnie Walker, R.N.) laid a wreath at Bootle Cenotaph, and a plaque commemorating the men of the Liverpool Escort Force was unveiled by Mrs. Walker.

A similar plaque in Bootle Town Hall was unveiled later in the day by Admiral Power.

Captain Walker's Old Boys held a coffee morning at which a 70lb. cake was raffled, raising £12.60 for King George's Fund for Sailors. The total raised was £140.

The cake was baked by PO Brian MacNally on board H.M.S. Andromeda — wearing the flag of the Flag Officer Plymouth — and was won by Mrs. D. Hartgrave, who had helped organize the raffle! She donated it to a street party for children celebrating Liverpool's F.A. Cup win.

Victory in the longest battle of the Second World War — the Battle of the Atlantic — was commemorated at a service in Liverpool Cathedral on Sunday.

The service was conducted by the Dean, the Very Reverend E. H. Patey; the second lesson was read by the Flag Officer Plymouth, and the Naval prayer by Capt. Alec Weir, commanding officer of H.M.S. Andromeda.

After the service Admiral Power took the salute at a March Past by representatives of the Royal Navy (from H.M.S. Andromeda), the Army, the Royal Air Force, the R.N.R. and W.R.N.R., and the Merchant Navy.

## Calling all shipmates

Mr. Garry Gibson (ex-LS), of 12 Bowness Road, Barrow-in-Furness, Cumbria, would like to contact any survivors from H.M.S. Hermione (sunk July 1942), especially LS Ian Reece and LS Scouse Hamilton.

Mr. W. J. Roper, of H.M.S. Belfast, Hayes Wharf, London SE1, would be pleased to give members of the Belfast's 1939 Commission details of the reunion to be held on board on November 23.



Shipmates from Newton Abbot and Battersea with Julie Cowell and her prize-winning bonnet.

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# 'KEEP THE CAVALIER' CALL FOR £250,000

The trustees of the Cavalier Trust are now appealing for £250,000 to establish the last of the Royal Navy's wartime destroyers, H.M.S. Cavalier, as a floating museum.

"We have the opportunity of an excellent berth at Southampton," says Vice-Admiral Sir Ian McIntosh, chairman of the Trust, "and we believe that it is important to preserve H.M.S. Cavalier as one of the last survivors of the destroyer class whose gallant actions are now part of history."

In view of the success of the

H.M.S. Belfast project, the trustees are hoping that the Cavalier will become an important national asset as a living memorial to destroyers and the men of the Royal Navy who sailed and fought in them.

More details of the project can be obtained by telephoning Admiral McIntosh at 01-834 1397.

H.M.S. Cavalier, the last of the Royal Navy's wartime destroyers, flew her paying-off pennant for the last time in July, 1972. Plans to preserve the Cavalier were announced when the ship ended her 28-year Service career two years ago, when the appeal was for £75,000.

# Lucky Llandaff!

An excursion to Tangiers, with the attractions of the Kasbah and a day's bus trip into the country for 30 lucky ratings, was one of the "extras" enjoyed by the ship's company of H.M.S. Llandaff, during her spell as Gibraltar Guardship.

On another occasion 15 children from the Cheshire Home were entertained on board by "pirates," led by RS Deighton and POWTR Hills. After a feast and film shows the finale was a genuine (or so the children thought) plank walk by OS Smith and JMEM Swettenham.

The last few days in Gibraltar were spent in preparation for the State visit to London by Queen Margrethe of Denmark.

The Llandaff fired a 21-gun salute on meeting the Danish Royal Yacht, Dannebrog, and manned and cheered ship before escorting the Dannebrog and two Danish minelayers to the overnight anchorage at Gravesend.

## HOME RUN

Early next morning the Llandaff led the formation past the Royal Naval College, Greenwich, where Queen Margrethe disembarked, and after passing through Tower Bridge the frigate berthed alongside H.M.S. Belfast.

Many of the ship's company were able to visit their homes before the Llandaff sailed for Rosyth.



Photo: Russ Whalley

## 'I SEE NO SHIPS'

... which is not surprising, since actress Bridget Armstrong has forgotten to take the cap off the telescope! Bridget and Michael Pratt, who are appearing in "A Naval Occasion" at the Bush Theatre, visited H.M.S. Llandaff when she berthed alongside H.M.S. Belfast. They are pictured with LS Danbury and AB Wicks.

## D-DAY CAKE

Members of the British Free French Destroyer "La Combattante" Association are planning to meet on the Normandy beaches to commemorate the 30th anniversary of D-Day.

They also plan to mark the occasion by presenting an iced fruit cake to D-Day veterans and other residents of Whitefriars Elderly People's Flats at Chester-ton, Cambridge.

Mrs. Betty Stubbs, a former Wren, dressed and sold dolls to purchase some of the ingredients of the 28lb. cake. Other ingredients were donated by traders.

The cake was baked by Mr. John Watts, who also made the special cake tin in the shape of the badge of La Combattante, a shield bearing the head of the fighting Cock of France.

## Wanted: one ditty box

CPO Gus Harris (S.C.C., R.N.R.), of 49 Castleton Road, Eastcote, Ruislip, Middlesex HA4 9QQ, is looking for an old ditty box. He is planning to produce a Mayflower souvenir painting to send to America and considers that a ditty box would be the most appropriate container.

He was given a 40-year-old box (with an even older name plate) by an ex-CPO Nick Carter, but it had spent many years in a coal shed and was beyond repair. CPO Harris will be pleased to give more details of his project to anyone who can assist him.

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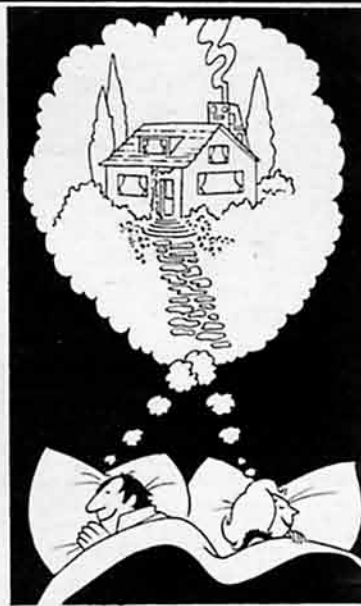
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NN24

## CHRISTCHURCH LINK

Christchurch in Hampshire, U.K., and Christchurch in New Zealand have been drawn closer together, at least in spirit, by a link forged by the Christchurch branch of the Royal Naval Association.

When Shipmate George Pascall went to New Zealand to visit his son he took with him a framed copy of the Christchurch (Hants) coat of arms, signed by

members of the branch committee.

As the picture shows, Shipmate Pascall (left) handed the gift to Mr. F. H. Jeffries, chairman of Ex-Royal Naval Men's Association of New Zealand.



## Area meeting

Representatives of branches in No. 4 Area met in Bristol on April 27 for the Area rally, held at H.M.S. Flying Fox, Headquarters of the Severn Division, R.N.R.

This meeting place was made available by the commanding officer, Capt. F. A. Williams, who is also president of the Bristol branch, R.N.A.

Eight standards were on parade for the standard bearers' competition for the J. May cup, which was won for the second successive year by Shipmate F. Rodgers, of Beer. Frome's standard bearer was second, with Bridport third.

The delegates and officers of 11 branches were welcomed to the Area meeting by the Bristol president and by Shipmate F. Isaac (Weymouth), the new Area president. Another new officer, Shipmate R. Tremlett (Bristol) took the chair during the two-hour meeting which covered a wide range of topics.

After tea, served by the ladies of the Bristol branch, about 200 shipmates and friends enjoyed a dance, during which the new Area standard was on display. Members plan to dedicate the standard in Plymouth next month.



# DON'T KNOCK ROCK!

Gib. still a 'plum' draft for many

Since Spain rang down its Iron Curtain on Gibraltar, those famous apes — and the rest of the residents of the Rock — have lived on a virtual island rather than one of continental Europe's toes in the Mediterranean.

So how does a Gib-drafted British Serviceman of the Seventies fare there, nearly 300 years after Admiral Sir George Rooke claimed the Rock in the name of Queen Anne?

If he's a sailor, he may be serving (and living) in the shore establishment named after the famous admiral; or in the naval base, the Service's sole remaining refit yard outside the U.K.; or at the R.N. Hospital.

As a "bonus" a Gib. draft can bring the chance to take the wife and family. But a married quarters waiting list of, perhaps, six to eight months swiftly turns many a sailor's thoughts to the Rock's "uptown flats." Not always easy to acquire, these come in a variety of standards, often at an asking price demanding on the pocket, even with Navy assistance.

The Service also operates a caravan system to assist those waiting for quarters.

Gibraltar's married quarters problem has long been recognised, and there appears no easy answer. The border closure led to a concentration of people into available building and land, created increased costs for imported materials and blocked off the Spanish labour market.

One result is that some married sailors opt to make their Gib. trip a year unaccompanied instead of taking advantage of what could well be a once-in-a-career married accompanied opportunity.

Many matelots and their families, however, weather the problems and go on to find happiness in the sun. "We love it here," is a sentiment often heard.

To counteract the "island" effect there are relaxation trips away from the Rock and families usually enjoy one or two partly Service-financed major holidays in North Africa during a Gib. draft. Weekend and day trips are also popular. The Navy maintains caravans on the other side of the Med., and expeds. there are another feature.

Sports facilities exist at Gibraltar, though not on a big scale in such a compact area, and visiting ships take some priority. The Navy's two soccer pitches may be used as often as 26 times a week — provided it doesn't rain too hard and flood them for days (An improved surface to aid drainage has long been in the offing).

## Social life

Another swimming pool wouldn't come amiss, feel lots of people — the joint Service pool can become uncomfortably crowded in summer. The Navy would also like some squash courts of its own. A bowling alley is on the way, with Tot Fund assistance.

Inevitably, Gibraltar is a closely-knit community with plenty of familiar faces, but many families enjoy a full and pleasant social life.

For the young single man plenty of determination is needed to keep himself happily occupied. One source of recreation is the Fleet Pavilion which also serves during the day as a meeting point for wives' events. The wives are involved in a variety of sporting and social events, ranging from darts matches to organizing trips to North Africa.

Shop prices come in for some

grousing, particularly from people with memories of earlier stays overseas, but where in the world is anyone happy with 1974 prices? The need to import all food and goods undoubtedly helps push up some prices and also on occasions puts good in short supply.

On the scenic side, there are the splendours of the Rock and a picturesque town which boasts the bazaars of Main Street, a casino and well-over 200 licensed premises, amply catering for the needs of visitors (not just the Royal Navy, of course!).

Keeping an expert and fatherly eye on proceedings, especially when ships call is a naval patrol which has developed a happy knack of quietly ensuring the return to their ships of those who have, to quote the deft phrase used, "indulged to capacity."

Like many of the Navy's haunts abroad, Gib. has become more respectable down the years, the older types will tell you.

If visiting ships cannot hope to match the numbers of yesterday's mighty fleets, there is something constant about the Rock itself. Standing between two seas and two continents, it remains a strategically-placed base and exercise area, with a yard which can even boast the ability to dry-dock the mighty Ark Royal.

Despite its own distinctive personality, Gib. represents a bit of Britain in the Med., the secret maybe why it proves a popular posting for plenty of families. Many a desk-bound or factory-employed Briton would grasp at the chance to make a couple of years in the Gibraltar sun (and rain) happy ones.

## In the swim..

Swimming gains in progress at the Nuffield Pool, which is used by all three Services at the Rock and members of their families.



## Serving the Services

The Royal Navy runs the hospital for all the Services and U.K.-based Government personnel at Gibraltar, and the 55-bed hospital has a commanding position looking across the Mediterranean to the snow-capped North African mountains. Included are maternity and children's sections.

Seen in the grounds of the hospital, which has just been given a "facelift," are two naval nurses not long out from Britain — Barbara Winchester, who was previously at R.N. Hospital Stonehouse, and Mohinder Kaur Dhali, who was born in East Africa.



## SHIP 'GARAGE'

A "garage mechanic" scheme for ships — claimed as unique — is operated by the Gibraltar Refit Group, operating from the yard.

The scheme evolved after the Type 12 H.M.S. Whitby refitted there about three years ago, the nucleus of the ship's company subsequently becoming the refit group.

When the R.N. group, working with yard men, have completed a refit, they hand over the ship to the company of another frigate, who leave their own ship at Gib. for the group to work on. So in a two-year spell with the group, a matelot can refit four ships and never actually serve in any of them.

Already four Type 14s — H.M. ships Russell,

Dundas, Hardy and Keppel — have been completed in the planned refit programme, also the Type 12 H.M. ships Lowestoft and Berwick. Work started on H.M.S. Plymouth in early May.

The group consists basically of mechanical engineers and weapons electrical men, with some seamen and stores ratings. It also has a workshop which operates with considerable ingenuity and no little spares problem!

Additionally, H.M.S. Bronington is in the dockyard refit programme at Gibraltar.

The picture shows dockside refreshment time near the refit frigate as men queue up at their "caboose" for a quick snack.



Gibraltar's naval sailing centre is well used and there are now plans to sail all year round and make the most of the climate — freak winds and all.

Boats include six Bosuns, a Cadet, the yacht Scimitar, two R.N.S.A. 14-ft. dinghies with 1½ h.p. motors for fishing and three 75-ft. Fleet tenders, one of which is used each weekend to go to Tangier or M'Diq and is in great demand by the Service and families.

## Sailing fun

There are plans to develop the sailing centre involving new moorings, and ratings will have the opportunity to gain R.Y.A. qualifications. A branch of the R.N.S.A. has been formed to help promote sailing.



# THE



The Flag Officer Gibraltar and his staff are based at the Tower in the dockyard, from where shipping movements in the harbour are controlled and where plots are maintained of ships over a wide area.

A 24-hour watch monitors Gibraltar waters and Spain is only just across the bay — so near and yet so far — behind AB RP2 Gwilym Thomas as he surveys the scene.



Pausing during a painting task in H.M.S. Berwick's refit at Gb. is AB John Watson.

Photos: LA  
Terry Light

Operating a teleprinter deep inside the Rock — she has about 300 feet of rock above her — is Wren RO Ann Fiddock, not long in Gb. "and loving it." About a third of the Gb. COMCEN contingent are Wrens, working in rooms created in the network of tunnels.

Built during the war, the COMCEN is nearing the end of its first complete refit — no easy task as it has to continue to operate while refit proceeds.

One room of the complex, which also has a maritime HQ, can host a plaque recording that it was occupied by General Eisenhower, Commander-in-Chief of the Allied Forces employed in the invasion of North Africa in 1942.



H.M.S. Leander's special AUTC 74 T-shirts show a matelot riding high on one of the ship's Ikara missiles. The lucky lads here with that "heads-in-the-clouds" feeling are Stewards Rowley (left) and Cooper, pictured on board the Leander with the charming Miss Baltimore.

The presence of H.M.S. Leander in Baltimore caused quite a stir in the city, particularly as it was more than 150 years since the first R.N. ship of that name had sailed into Chesapeake Bay!

A full programme had been arranged for the six-day visit, and there were opportunities for the ship's company to see something of this part of the United States, including Washington.

The commanding officer, Capt. B. K. Shattock, and three officers were invited to a dinner organized by the St George's Society, at which Capt. Shattock was the main speaker. Among the visitors to the ship was Rear-Admiral L. Bell Davies (Commander British Naval Staff Washington) who was the first commanding officer of the Leander, and a party of senior U.S. military officers were shown the ship's new operations room equipment and Ikara missile controls.

#### FAMILY MUSEUM

Sporting fixtures included two keen rugby matches against local clubs and a cricket match played at the magnificent home of Mrs. Leander McCormick-Goodhart, whose late husband had a happy association with the previous H.M.S. Leander. The family museum contains photographs and paintings, the Leander name board and battle honours and a boat ensign.

The Baltimore visit was a memorable ending to a three-month overseas trip and the Leander returned to Devonport on May 8.

#### NUFFIELD'S NEW CENTRE

Service men and women will be interested in the new Nuffield Centre at Villiers House, John Adam Street, London, W.C.2 (near Charing Cross station), which opened its doors on June 4.

Villiers House replaces the old centre in Adelaide Street, which was forced to close 18 months ago because of redevelopment of the area.

The new architect-designed premises include lounge, colour TV, bar, restaurant, information desk, and also form the focal point for the issue of complimentary tickets generously provided for the Forces by a number of theatre and cinema managements in London.

## HOME, HOME, FROM THE RANGE

### Leander finds time to relax

After an arduous session of successful trials at the AUTC range in the Bahamas, H.M.S. Leander was due for some time in harbour to allow her ship's company to relax before the long passage across the Atlantic.

The first visit was a farewell call to Freeport, where there were many old friends to be revisited and thanked for earlier hospitality. There was also some time for rugby and sailing, and an enormous Sunday lunch at the Pub on the Mall, the adopted "second home" of so many of the ship's company.

A four-day stop at Cape Canaveral provided an excellent opportunity for everyone to see two of America's famous "creations," the Space Centre and Disneyworld.

#### WARM WELCOME

The ship then steamed north to Baltimore, Maryland, where she berthed at the port's newest berth right in the centre of downtown Baltimore. Although the weather was considerably cooler than it had been in Florida, there was nothing chilling about the reception.

The Leander's 21-gun national salute was returned by the muzzle-loaded cannons on board the U.S.S. Constellation, said to be the oldest warship afloat, and waiting to welcome the British frigate was a High School band, with drum majorettes; the reigning Miss Baltimore, and a host of local dignitaries.

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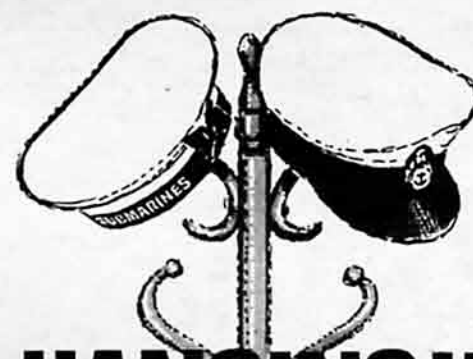
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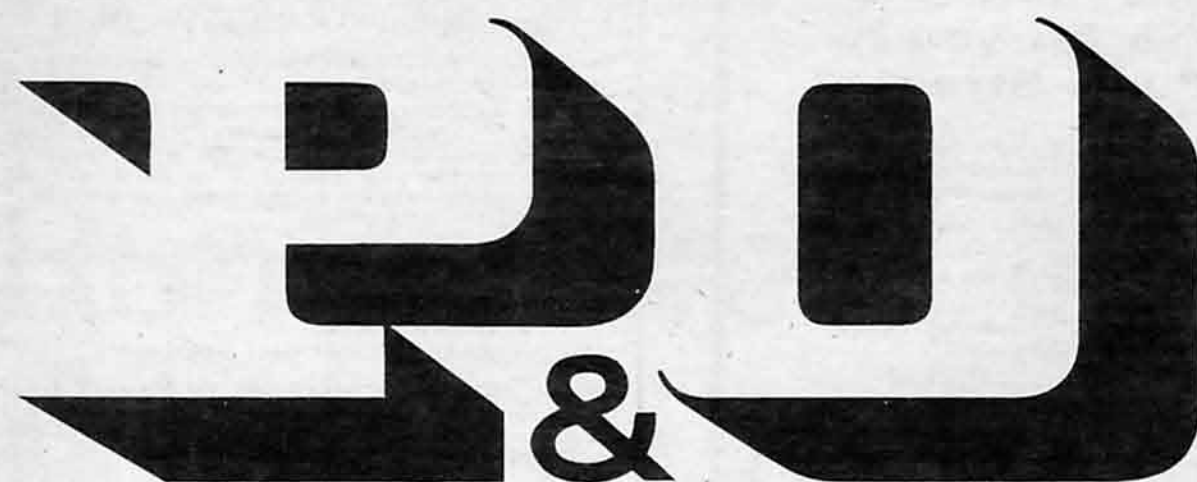
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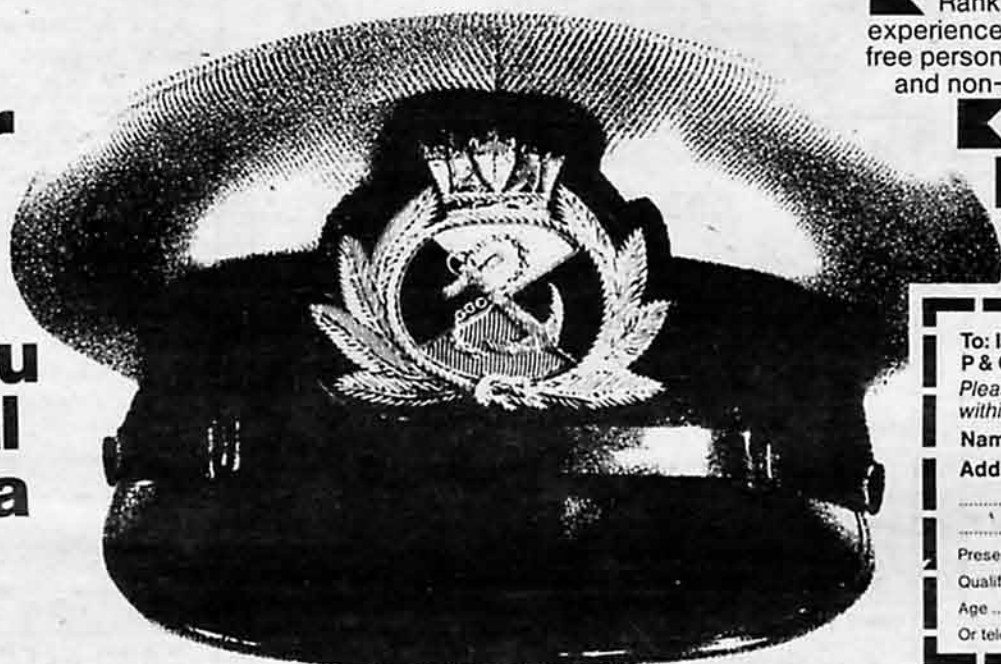


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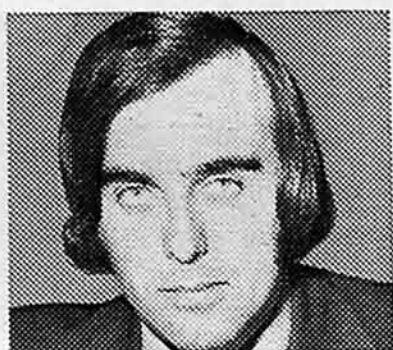
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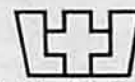
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## SPORT 1

## ANTRIM 'PARTNERSHIP' TRIUMPHS

# ENGLAND'S KELLY FOR OLYMPICS?

Just weeks after his light-welterweight triumph in the A.B.A. Championships at Wembley, 19-year-old AB Paul Kelly has been selected for the England squad against Rumania in Bucharest next month.

With him will go PO Tony Oxley, his HMS Antrim shipmate, who has been nominated as second national coach for the trip. During the Rumania visit, between July 6 and 13, he officially takes over as Royal Navy boxing coach.

Oxley, who coached Kelly during the Antrim's recent foreign commission and has seen his own A.B.A. finals success of four years ago being repeated by the young able seaman, said: "This has been a good year all round, more than we ever dreamed of when we were coming home in the Antrim."

"Paul has won the A.B.A. title and gained an England place all in one season — and so soon after a hand injury."

"Now we are aiming for the Montreal Olympics in two years' time."

Paul is named in the squad of 14 for the two under-20 internation-

als. Former Navy boxer Paul Kinsella is also in the squad as a light-heavyweight.

As part of the preparation for the Olympics, Oxley is hoping that Kelly will be able to take a P.T. course, which would be immensely beneficial both to Kelly and Navy boxing.

## Brilliant

For in one sense, the 19-year-old still has a long way to go. Although he has an A.B.A. title, he does not step automatically

into senior boxing, but must progress, like everyone else, through the age groups.

And who better to coach him on the way than Oxley, who was recently awarded the B.E.M. for his services to Navy and English boxing and for his work as the Antrim's P.T. instructor.

Kelly's Wembley victory on May 3 came in the third round of the contest when his Welsh international opponent, Garry Fouweather, was disqualified for persistent holding.

But it was generally agreed that Kelly was already well ahead on points, having taken the second round brilliantly after a moderate start.

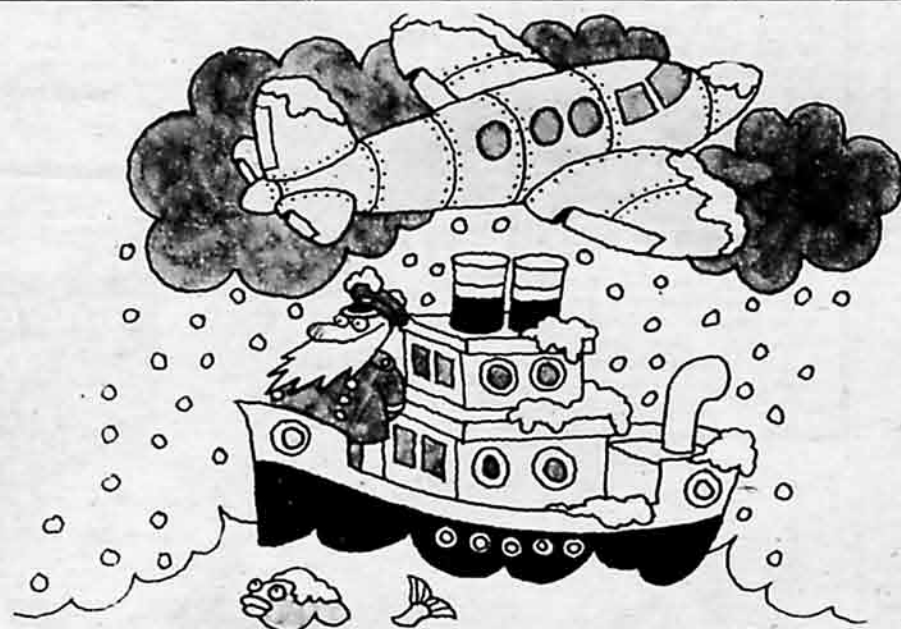
The sailor's speed and sharpness in the second and third rounds had the Welshman reeling under a barrage of hooks and jabs until the referee stopped the bout.

That was the signal for a victory roar from a coachload of 50 supporters from the Antrim who had helped Kelly on his way to the title, an England place and perhaps Montreal, 1976.

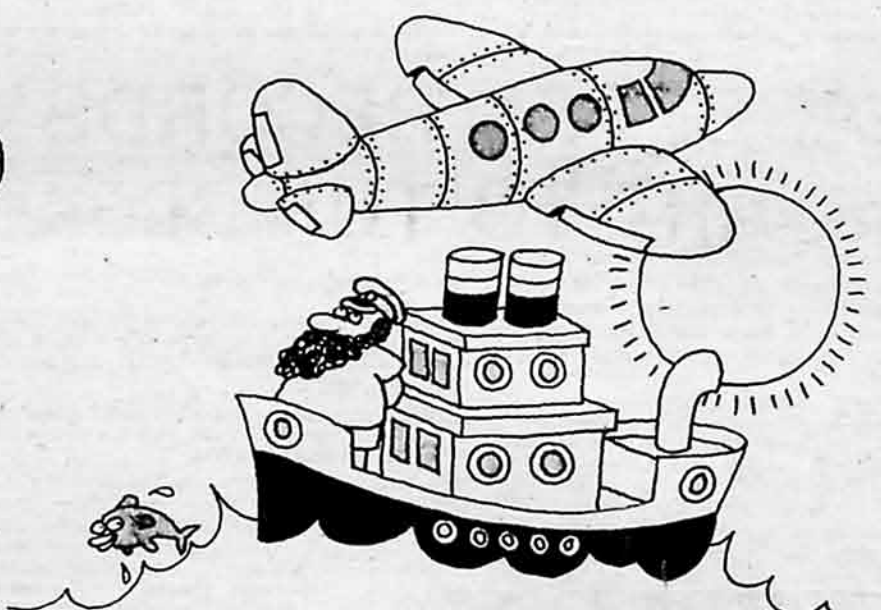
## BEST FIST FORWARD

Congratulations from Mr. Roy Mason, Secretary of State for Defence, for AB Paul Kelly, of HMS Antrim, one of three fighting Servicemen who won Amateur Boxing Association titles at Wembley last month — the first time the Services have produced three ABA champions in the same year.

With Mr. Mason and Paul on the Defence Ministry steps are RAF Cpl Neville Meade, heavyweight champion, and Cpl Roger Maxwell, who took the light-middleweight title.



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## SPORT 2

**He just followed his nose!**

Right: Lieut. Richard Higgins knew how to find his way to the bubbly after success in the Hong Kong Orienteering Competition. With him are Cdr. Tony Metcalfe (opening bottle) and AB Steve Hall.

Picture: Eric S. Thompson



**AFTER ORIENT-EERING..**

# NAVY SOAR TO NUMBER ONE AGAIN

Inst. Lieut.-Cdr. Bunny Hale flew into equal first place at the Inter-Service Regional Gliding Championships at RAF Cosford last month — the second year in succession in which a Navy pilot has taken the title.

Flying the R.N. Gliding and Soaring Association's Standard Libelle sailplane, Lieut.-Cdr. Hale shared the Kingshurst Silver Trophy with Flight-Lieut. Bob McLuskie, of the RAFGSA, both with 81 points.

More than 50 gliders took part and the Navy team was the strongest for many years, being completed by Lieut.-Cdr. Nigel Stevenson (Libelle), Lieut.-Cdr. Tony Wray (Cobra), Lieut. John Dransfield (Foka 5), PO Ian Read, and LA Joek Pilch (both flying Pirates).

Good weather allowed 300 kilometre triangular races to be set on two successive days followed by a 220 kilometre dog-leg race to Dunstable on a third day.

## No chance

From an early second place Bunny Hale's improving points aggregate brought him closer to the leader. His very fast time for the 220 km race in which he averaged more than 90 kph gained him enough points to move into first place.

Several days of poor weather followed when no task could be set and the chance to win the extra point for the overall lead did not come.

Last year's winner, Cdr. Michael Livesay, took the RNSA's Libelle to Dunstable at the end of May to compete in the National Championships.

## R.N. team fare well in Hong Kong

A Royal Navy team finished second overall in Hong Kong's first tri-Service orienteering competition — being beaten only by a Gurkha team.

In this initiation into "orienteering in the Orient," the Navy team was one of 16 taking part in the Land Forces, Hong Kong, Aggregate Orienteering Competition.

Ten meetings, held fortnightly, were staged at different venues either on Hong Kong Island or in the New Territories. On average about 100 competitors took part each time, including about 20 members of the women's services.

Competitors ran in pairs and in a competition for "individual" pairs the Navy again did well. Lieut. Richard Higgins and POEL Brian Vockins finished third — and again it was only Gurkha

soldiers who did better.

For Lieut. Higgins, being largely responsible for the Navy's entry was one of his last duties before leaving HMS Tamar for the UK.

Commander British Forces Hong Kong, Lieut.-Gen. Sir Edwin Bramall presented prizes and the Commodore Hong Kong, Commodore J. A. G. Evans, also attended.

● Orienteering is the sport of making one's way quickly across difficult country with a map and compass.

## GABBETT'S RECORDS START TO TUMBLE

PO Alan Cronin, of HMS Daedalus, strengthened his claim to a place in international athletics when he broke the Royal Navy 110 metres hurdles record at the Crystal Palace on May 25.

Competing for Hampshire in the Inter-Counties Championship, Cronin finished third in a time of 14.8 seconds. It was the first of former Navy all-rounder Peter Gabbett's records to fall.

Cronin, the Royal Navy karate champion, is already short-listed for the England athletics team

and will probably be selected for a minor event later this year.

His Crystal Palace time clipped half a second off his winning speed in the same event at the R.N. v. St Luke's College v. Cardiff College triangular at Exeter on May 15.

The Navy, unable to field a full team because of a change in the time of the event, finished second with 138 points to St Luke's 154.

International miler Sgt. Jim Douglas (40 Cdo), who is to leave the Service in October, competed in and won three races — the 800 metres (2min.), 1,500 metres (4min. 07.9sec.), and 5,000 metres (15min. 27.6sec.). In the last he was running unofficially and it was won by Lieut. Bob Chapman (15min. 47.3sec.), with CPO Joe Clare second.

CPO Stan Robinson (HMS Matapan), who won both the hammer and discus events and finished second in the shot, went on to win the Hampshire County hammer title at Southampton on May 19.

He was competing for the Royal Navy Athletic Club (South), who finished third of ten teams.

POMEM Len deLooze, back at HMS Sultan, took the triple and long jump titles. Cronin won the 110 metres hurdles, and victory in the pole vault went to LS Sandy Ellis, with a jump of 3.66 metres.

Meanwhile, a few records should tumble at the Royal Navy Athletics Championships at Victory Stadium, Portsmouth, on June 25 and 26.

But what should have been the highlight of the championships, the long-awaited clash between Jim Douglas and Rees Ward in the 1,500 metres, will not take place.

Ward, the Navy's brightest long-distance hope, will not run again competitively until October.

When Liverpool supporter POSA Michael Pearson arrived in Australia in his ship, HMS Scylla, last month the thought of watching the Liverpool-Newcastle Cup Final was beyond his wildest dreams.

Then he discovered that the match was being shown live on Australian TV — so he contacted the local paper in Townsville, Queensland, in the hope that some kind-hearted resident, perhaps a Liverpool "exile," would answer his plea to "put up a couple of fellow Liverpoolians to watch the match on TV."

POSA Pearson's wife, Joyce, wrote to Navy News: "The response was overwhelming. All the lads who wanted to watch were accommodated in homes, some spending the week-end with the families.

"The hospitality was really fantastic and they all enjoyed themselves. Even those who couldn't get off the ship due to duties were catered for. One lady gave them the use of a portable TV set.

"One or two lads, my husband included, were urged to make telephone calls to home, which was a great thrill."

● Soccer fans on board HMS Argonaut, also visiting Australia, were also able to see the

## Kop opens Australian branch

Cup Final. Thanks to the ship's Sports Officer, Sub-Lieut. Bob Villier, and Mr. Frank Whitworth, the managing director of a TV rental firm in Cairns, Queensland, two television sets were hired for the night.

## Chiefs aiming for Bisley

Three serving chief petty officers helped Hampshire County Full-Bore Rifle Team of eight to win the Southern Area Elimination Shoot at Longmoor on May 19. Hampshire are now able to defend the King George V Trophy for the County Championships of England at Bisley next month.

The scores were CPO Dave Gladwin (Hants captain) 143, CPO Metcalfe 142, CPO Jeans 139, and Lieut. G. T. Bennett (ret.) 139. The shoot took place at distances of 300, 500, and 600 yards.

## BANGERS FOR ALL



Picture: FCA E. J. Slaughter

Three young submariners at Devonport have taken advantage of the amenities in the newly-formed Drake Car Club to get involved in their favourite pastime — banger racing.

The three enthusiasts (left to right) MEM James Clark (H.M.S. Orpheus), LMEM John Fordyce (H.M.S. Drake), and LS Brian Hartnet (H.M.S. Orpheus) are seen making engine adjustments to cars presented to the Drake

Car Club by ratings in the Plymouth area (mainly MOT failures).

Banger racing is already a well-attended sport in the West Country, and the Drake Car Club men intend to take part in the full racing season until October.

The club is a boon to Plymouth area ratings, with a spacious workshop, tools, and advice on the repair of vehicles.

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# SPORT 3

## Pompey golfers keep cup with a clean sweep

By making a clean sweep of all the other teams, Portsmouth retained the Taylor Cup in the Inter-Command Match Play Championship held at the Royal Cinque Ports Golf Club, Deal, writes John Weekes.

The final league table looked rather like a one-horse race:

Command	Points	Matches for	Against
Portsmouth	5	22½	7½
Naval Air	3	16	14
Royal Marines	3	14	16
Scotland	2½	13	17
Plymouth	1½	13½	16½
Medway	0	11	19

Although his Command, Medway, scored no points, Lieut Malcolm Edmunds was the most consistent player with rounds in the low or middle seventies. However, even he could not hold CPO Ian Tasker of Naval Air Command, who shot a one under par 71 and won on the last green — a really great golf match.

### LAST CHAMPIONSHIP

Also playing well were Chief Mechanician Bill Thompson, of Portsmouth, who plays off a handicap of three, and Sub-Lieut Alan Bray, also of Portsmouth, who won all his matches.

It was sad to have to say goodbye to CPO Brian Blaber, of Plymouth, and Lieut. Gordon Reid, of Scotland, who both leave the Navy this summer and were taking part in their last championship. They both play off four and are playing as well as ever; we hope they will continue to do so in Civvie Street.

Naval Air Command did well to finish second, just beating the Royal Marines "on goal average," despite the efforts of Band Colour Sergeants Ken Shears and John Whelton.

They also, regrettably, won the team manager's match when Lieut-Cdr Taff Lewis beat your correspondent\* on the last green!

Lieut Edmunds also played consistently well to win the low handicapper's match play competition at the annual meeting of the Royal Navy Golfing Society at Blackmoor and Liphook.

Mech David Rushforth, now in HMS Blake, had the best round in the Medal, his gross 76 taking both the Scratch Prize and the Ulyatt Cup.

HMS Ganges produced another winner in Cdr Gerry Plumer who, with the help of his over-long handicap, won the Society's Handicap Cup with a three under par net 66 — well ahead of the rest of the field.

\*Talking of correspondents, I have recently taken over from The Shanker and would be interested in any stories you may have of Navy golf activities. They can be sent to me through Navy News.

## Blake hook a shield

Winner of the Watney Shield team trophy at the Royal Navy and Royal Marines Angling Association's second sea championship at H.M.S. Dolphin on May 8 was H.M.S. Blake.

Dolphin Trophy for the individual winner went to Ck. Wilkinson (Blake) and Grimsby Trophy for specimen fish to LS Webber (H.M.S. Osprey).

Other prizes were awarded to CPO Croft (R.N.A.S. Yeovilton), LMA Boyland (Osprey), AB Hards, and PO Beeton (H.M.S. Tiger) and Mr. Barron (R.M. Depot. Deal).

● Plymouth Command Angling Association's full 1974 programme continues on June 23 with league matches at the S.A. Centre Barbican, on June 26 with an open boat competition and with further league matches on June 30.

★ ★ ★

In its best performance for several years, the Royal Navy team finished third in the Chichester-Portsmouth Road Race on May 11.

The Navy's individual winner was CPO Joe Clare (RAF Honington) in 1hr. 29min. 34sec., with Lieut. A. Ratcliffe (H.M.S. Sultan) second and Wtr. R. Tarrent (H.M.S. Centurion) third.



Let's have something different from the usual run of posed team photographs, said the cameraman, as the victorious Portsmouth team celebrated winning the Inter-Command Match Play Championships. He got what he asked for... team manager Lieut-Cdr John Weekes hoists one trophy like a

banner while Lieut Dominic Bell, team captain (crouching) gives Lieut Neil Marsden a little help with his putt. The rest are slightly amused (or should it be bemused). Left to right: Lieut Jim Grieve, Lieut-Cdr Roy Eade, Sub-Lieut Alan Bray, Mech David Rushforth and Chief Mech Bill Thompson.

### FLEETSPORT

#### MINI-CUP FOR THE REVENGE

In a hard-fought but clean game H.M.S. Revenge won the Mini-Ships Soccer Trophy with a 1-0 victory over H.M.S. Amazon at R.M.B. Eastney.

The Revenge team, strengthened by LEM Jones (RN Scotland) and LEM Grigor (RHU Amateurs) fought harder than the more skilful Amazon side.

Jones scored the winner midway through the first half and despite late pressure by Amazon and some fine saves by FCPO Hughes in the Amazon goal, the score remained unchanged.

#### Beaten finalists

A bid by the Royal Navy youth soccer squad to crown a superb season with the Hampshire Inter-Association Cup ended at Gosport last month when they were beaten 4-0 in the final by Southampton F.A., who retained the trophy.

# FENCING TITLE FOR WALKER

Lieut.-Cdr. Chris Walker, of H.M.S. Collingwood, became the Royal Navy's new Champion-at-Arms when he won the sabre and foil titles at the R.N. Fencing Championships, held at H.M.S. Sultan between May 13 and 18.

He takes over from Royal Marines Sgt Terry Harrison, who is at sea.

H.M.S. Collingwood were the surprise contenders for the Inter-Unit Team Competition, which on paper should have been a two-way match between H.M.S. Daedalus and Royal Marines Eastney. Collingwood finished equal on points with Daedalus (11 each) but were just defeated on victories (22-19).

R.M. Eastney were third with nine points.

From the start of the individual sabre final it was obvious the title

would be fought out between Walker and CPO Peter Wallis, the Navy coach.

All the way through the final they were equal on victories. Then, in the last fight of the final when they met, Walker had to call on all his years of experience to win 5-4.

The individual foil competition was more clear-cut in favour of Lieut.-Cdr. Walker, who fenced immaculately without losing a fight, but the epee was much more open than in previous years, with four or five fencers of equal ability in with a chance.

#### Rewarding

Walker's elimination in the semi-finals left the Champion-at-Arms competition in the balance, and after a ding-dong battle throughout the final Sgt. Ed Lacy, of 42 Cdo, emerged as epee champion.

Third Officer Barbara Williams

once again took the Wrens' title — but she was made to work harder for top place this year by the presence of two Welsh national fencers, Wren Margaret Riley and Wren Karen Eyton-Jones, both of the RNR.

A rewarding feature of the championships was the large entry in the Under-20s competition, proving that the Navy has a wealth of talent in prospect.

★ ★ ★

Inst.-Lieut.-Cdr. Derek Butler, of R.N.E.C. Manadon, retained his Royal Navy Chess title at the 1974 Championships at H.M.S. Sultan between May 15 and 19, scoring 6½ points out of 7.

### WHEN, WHAT AND WHERE

#### JUNE FIXTURES

- 8—Tennis: RN v. Public School Old Boys (Nuffield Club).
- 8 and 9—Athletics: RN v. Jersey AC (Jersey).
- 9—Tennis: RN v. Alverstoke LTC (Nuffield Club); Rowing: Joint Services Regatta (Holme Pierrepont).
- 10 and 11—Cricket: RN v. Oxford University Authentics (US Portsmouth).
- 22—Tennis: RN v. Roehampton Club (Roehampton).
- 22 and 23—Golf: RN v. Dunbartonshire (Cardross).
- 23—Tennis: RN v. Civil Service (RNC, Greenwich); Cycling: RN and Inter-Service 50-mile TT Championships (Chesham).
- 25 and 26—Athletics: RN Championships (Victory Stadium).
- 27—Cycling: RN Track Omnium (Nottingham).
- 28—Cycling: Inter-Service Track Omnium (Nottingham).
- 29—Cycling: RN and Inter-Service Ten-Mile TT (Lowdham, Notts).

#### JULY

- 2—Cricket: RN v. Civil Service (US Portsmouth).
- 3—Cricket: RN v. United London Banks (US Portsmouth); Shooting: Services Skill-at-Arms Meeting (Bisley).

## PENTATHLETES KEEP HOPES HIGH

Royal Navy and Great Britain pentathlete PO Mike Ellis won the RAF Tetrathlon Championships outright at RAF Lyneham on April 26-28.

The Navy team, which finished third overall, included JMEM Nowak, who competed well against experienced pentathletes in his first outing for the Service.

These performances continued the run of encouraging results so far this year, giving the senior team cause for optimism for the Inter-Service Championships, to be held at RNAS Yeovilton on August 1-4.

In a large and experienced field of more than 50 at the Army Tetrathlon at Aldershot in March the Navy team of Ellis, PO Harry

Tate and PO Tim Keneally were only just beaten by the Modern Pentathlon Association of Great Britain, whose team included two senior and one junior international.

#### MIXED

Ellis finished third overall in this event and as a result was selected to represent Great Britain in an international in France.

The Navy team's most difficult competition to date was on the first week-end in May when, at the REME International Pentathlon they were up against teams from Holland, West Germany,

and Italy, as well as most of the top pentathletes in Britain.

Ellis, Tate and Keneally, again the Navy team, had mixed fortunes, all scoring below their best in each of the five events.

The team finished eighth out of 13, with Ellis an individual fifth.

With riding courses taking place at CTC Lymstone the Association is hoping to enter teams in the British Senior and Junior Championships in August for the first time for many years.

Next month's fixtures include the Army Pentathlon Championships at Aldershot (July 4-7) and the Junior International Pentathlon on July 11-14.

## Home Civil Service/ Clerical Officers

## Diplomatic Service: Grade 10 (Clerical)

A number of posts in the Home Civil Service and a few in the Diplomatic Service for men and women with service in H.M. Forces or H.M. Overseas Civil Service ending on or after 1.11.72. Vacancies mainly in London with a few only elsewhere.

Written examination on 3rd September, 1974.

Starting salary (Inner London): £1,112 at age 17, £1,452 at 20, £1,622 at 22 or over on entry. Scale maximum £2,058. Promotion prospects to £2,957 and over. Non-contributory pension scheme. 5-day week in general.

Write to Civil Service Commission, Alencon Link, Basingstoke, Hants, RG21 1JB, for application form, quoting C/541:18. Closing date 9th July, 1974.



## Tea 'break' for Ton-Up Trevor



"Ton Up" Trevor Robinson, of H.M.S. Neptune, has just shattered the "World Tea Drinking Record," at the same time raising several hundred pounds for a deserving cause.

The existing record facing MEAI(H) Robinson, who is social secretary of the CPO's Mess, stood at 86 one-third-pint cups in seven hours. Drink-up time was 0800 on Saturday morning and Chief Robinson downed 14 cups in the first hour (without leaving the room).

All went smoothly until about 1300 — with frequent coverage by local radio — but at the 50 mark the pace began to tell. Eventually at 1756 the magical hundred was up and a new world record fell to the Navy in the time of 9 hours 56 minutes.

Chief Robinson declared that he felt extremely unwell and waterlogged and spent the next day or so recovering on a diet of milk and whisky, interspersed with the occasional cup of tea, just to prove that he still liked it!

He had been sponsored for his tea-drinking marathon by shipmates and the people of Helensburgh, and the money raised goes to the Scottish Spastics, on whose behalf he was presented with a magnificent engraved silver teapot and three pounds of tea.

H.M.S. Norfolk made history in firing the Exocet French sea-skimming missile, which has a range of more than 38 kms.

It was Exocet's first firings from a British warship and the Norfolk is the Royal Navy's first ship to be fitted with three missile systems — Exocet, Sea-slug, and Seacat.

The successful evaluation trials were held in the Mediterranean off Toulon.

# EXOCET IS LAUNCHED



For photographers the problem was how to "stop" the missile in mid-air for posterity.

The ship was closed down for the firing and the camera which took this shot was fixed in a specially-made box on the fore'side and operated remotely by cable from the bridge by Jeremy Baldwin, of the Fleet PRO staff at Northwood.

The camera, a motorised Nikon with 28-millimetre wide angle lens, took four shots a second. It was loaded with a 20-shot roll of high speed Ektachrome and set at f5.6 and 1,000th of a second, the setting up having to be completed an hour before the missile firing quite early in the morning.

But the ingenuity worked and in just one of the 20 shots the missile was "held" — with the result seen here.

## Fleet chiefs to get extra £10 a week

(Continued from page 1)

In cash terms, weekly increases which reflect the new structuring, committal pay, and increased X-factor are as follows:

Ordinary rate, £3 to £4; able rate, £3.50 to £4.50; leading hand, £4.50 to £5; petty officer, £5.50 to £6; chief petty officer, £7 to £8; fleet chief, £9 to £10.

Typical officer increases are: lieutenant £350 to £400 a year; lieutenant-cdr., £450 to £515; commander, about £600; captain about £500; captain (over six years), about £400.

Committal pay goes up to 75p a day for nine-years-and-over men, and to 30p a day for six-to-nine-year men, with lump sum bonuses for those who carry on beyond "notice" engagements, or who between 18 months and four-and-a-half years' service transfer to a long-service engagement.

Additional Northern Ireland pay amounts to 50p a day (for periods in excess of 14 days), and while this affects mainly R.M. personnel, all will welcome the recognition for men who experience "abnormally long hours in the exceptionally difficult circumstances of service in Northern Ireland."

At present, women's rates (less the X-factor) are about five per cent. below the men's rates. This differential is being halved as a further step towards equal pay next year, but job evaluation could be a major influence on their scales in the future.

On the debit side of the pay review, increases for accommodation will vary from £3.65 to £21.90 per annum (according to the size of quarter) to meet heavier rate charges, but no rental

increase is permissible at the present time because of the Government's freeze.

The furniture element of the charges remains unchanged for the second year running, and this is, in part, in recognition of reductions in standards of furniture due to recent pruning of defence expenditure.

Food charges are to go up by 5p per day.

In assessing the value of the package as a whole, it is stressed that the basic pay increases are the largest possible under Stage III, with some of the X-factor rise going beyond the Pay Code limits.

### A little Crabby!

Girls ... Girls ... Girls ... runs the heading of a further letter from the naval wife who vowed she'd sue MOD if they sent her husband to sea in a ship with Wrens.

"It is I who have the biggest laugh," she says, "because my husband's seagoing time is near an end."

"Fancy so many of you getting your knickers in a twist over one little letter from me."

She appears to have little regard for the Wrens, but truth must out. The lady now reveals that she was a WRAF.

## Look Mum, me and the Prince!



This one for the family album was taken when seven trainee naval air mechanics took a break from intensive technical training at the Air Engineering School, H.M.S. Daedalus, to spend ten days in H.M.S. Jupiter.

They flew initially to Gander, Newfoundland, and then on to Puerto Rico, where they joined the frigate for the journey home. The young sailors, all of whom joined the Navy in February, familiarised themselves

with shipboard life, particularly the environment in which the ship's helicopter flight maintain and operate their aircraft.

And they found time to pose for a picture with Lieut. the Prince of Wales, the ship's flight deck officer. With the Prince and a member of the ship's flight are: Martyn Gratton, Iain Timms, David James, Dane McMillan, Robert Baldwin, Michael Kelly, and Peter Day.

## GETTING AWAY FROM IT ALL

Sealed in a test chamber at the Environmental Medical Unit, Alverstoke, are nine ratings taking part in a study, which is important to submarine research, to determine acceptable levels of carbon dioxide.

The plan is for the nine volunteers to remain for about 77 days in the chamber at the unit, which is in the grounds of the Institute of Naval Medicine.

They entered the chamber on May 13 and are constantly monitored by doctors and technicians, who are able to enter through an air lock.

A morale-boosting visit was made by the Commander-in-Chief Naval Home Command (Admiral

Sir Andrew Lewis), who spoke to the men by telephone link, while able to see them through observation windows — in the picture he is speaking to MT2 Peter Thorley (Institute of Naval Medicine).

The other eight volunteers taking part are: LRO Patrick Bolton (H.M.S. Antrim), MA William Evans (R.N.B., Portsmouth), MA Patrick Mansfield (R.N.B. Harrier), OEN Michael Hull (H.M.S. Intrepid, R20KA), David Flatters (H.M.S. Mercury), OEN Derek Collins (R.N.B. Portsmouth), MEM Nigel Reed (H.M.S. Sultan), and RO2 James Hendry (H.M.S. Antrim).

